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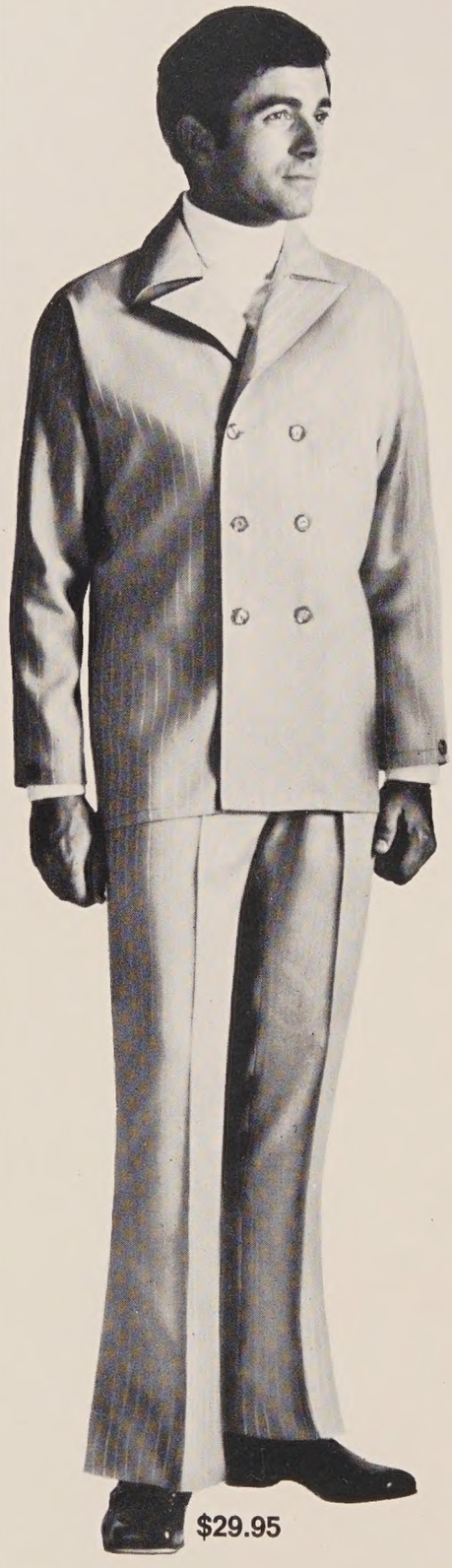

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How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation–also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card or letter today to Career Institute, Dept. 485, 555 E. Lange St., Mundelein, Illinois 60060.*

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 86, No. 3 JANUARY, 1970 50 CENTS

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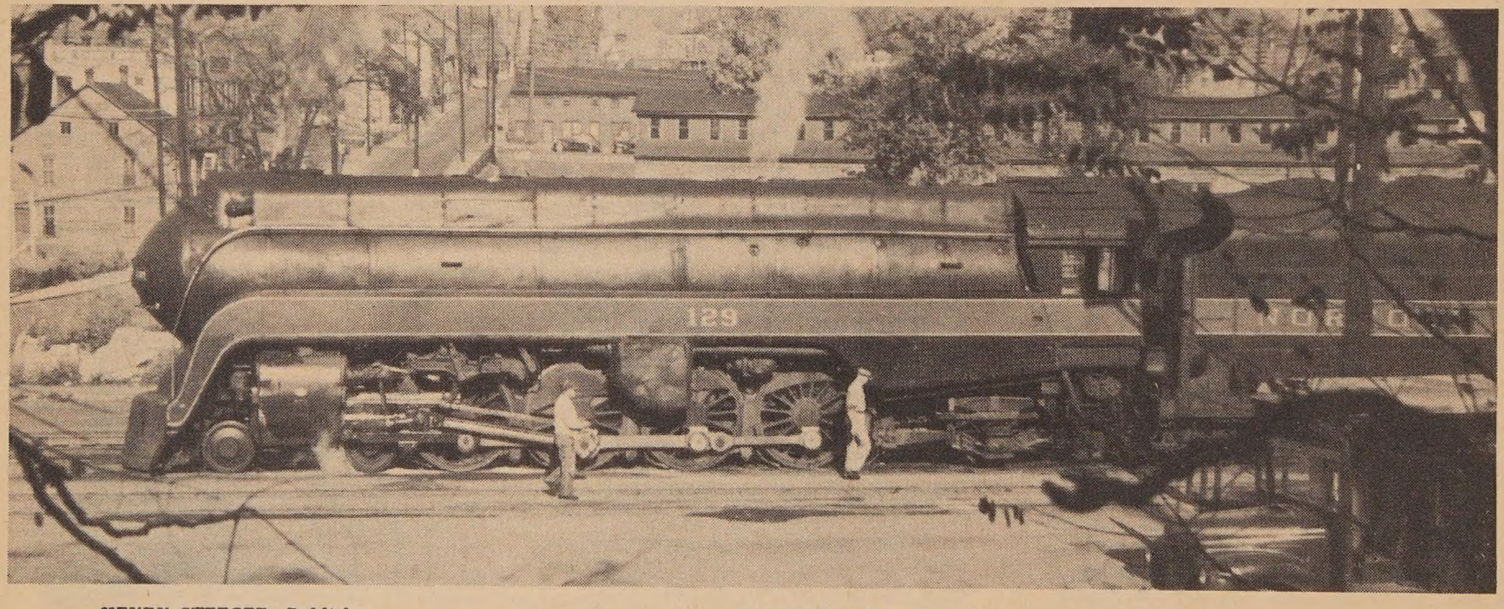
Phil Hastings (see page 16) often includes people in the rail photos he shoots. Shown here is Norfolk & Western 4-8-2 No. 129 on train 13, in 1952, just before it departed from Hagerstown for Roanoke.



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THE MAIL CAR

where editors and readers meet

Unlike our mysterious front-cover girl, Miss Jean Gulledge of Atlanta, Ga., is wearing an old-fashioned hoop skirt. Behind her is latest acquisition of Stone Mt. Scenic RR. in a park near Atlanta. Dining-car is ex-Louisville & Nashville 2796, the *Fiesta Inn*, which used to be operated on *The Georgian* between Atlanta and Chicago. James G. Bogle, 1749 Dyson Drive, N.E., Atlanta, Ga.

MALE READERS who did not know that girls have legs or do not wish to be reminded of this shameful fact will probably rip off our current front cover, destroy it, and save the rest of the magazine. A few might even cancel their subscriptions without telling us why.

Centuries ago, when Belgium was part of the old Spanish Empire, the ladies wore long skirts that completely hid their lower limbs. The Queen, who was beautiful and not deformed in any way, appeared in gorgeous dresses that trailed on the palace floor. In those days, silk stockings were extremely rare and costly. Silk weavers of Antwerp, paying a tribute to her Majesty, handed the Spanish ambassador a supply of fine silk hosiery as a gift for the Queen. The ambassador rejected it indignantly, saying: "Gentlemen, the Queen of Spain has no legs!"

Well, the railfanette pictured on our cover is not the Queen of Spain. This color-photo was made by Michael A. Eagleson on July 2, 1967, at Victorville, Quebec. The Canadian National engine, 4-8-4 No. 6218, class U-2-g, was pulling a fan excursion from Montreal, and is still in occasional fantrip service. Wonder what Mike was thinking of when he took that picture? ●

ONE BIG RAIL UNION? John P. Hiltz, chief negotiator for the nation's railroads, contends that the carriers and the men who work for them would be a lot better off if there were only one or two unions in the railroad industry. He said so recently at the annual meeting of the American Short Line Railroad Association in New York.

Rail labor opposes that idea. *Locomotive Engineer,* organ of the Brotherhood of Locomotive Engineers, puts it this way: "Hiltz is working for the carriers. Thus, any suggestion he might make would have as its purpose the negotiating of contracts designed to benefit the railroads, not the men who work on them. No doubt Hiltz imagines his job would be much less difficult if he had fewer unions to deal with on work rules and rates of pay . . . Does any BLE member—or any other railroad worker, for that matter—really believe Mr. Hiltz is concerned with the welfare of the individual worker?"

In the early 1890's, the carriers had a great opportunity to put across the idea of one big rail labor organization if they had wanted to then. The American Railway Union, led by Gene Debs, was crusading to enroll all of the nation's railroad workers under its banner. The ARU called a strike. Instead of supporting it railroad management pressured President Grover Cleveland into calling out the U.S. Army to crush it. And so apparently Mr. Hiltz's suggestion comes 75 years too late. ●

RICHMOND LOCOMOTIVE WORKS article by William E. Warden, Jr., (Sept. '69) evoked this comment from David B. Leitch, P.O. Box 38, Masterson, New Zealand: "The author said that among the most famous Richmond products were the first three Mountain types ever built, these being the 4-8-2's bought by the C&O in 1911-'12. They may have been the first such locos built in the United States, but in 1906 the chief mechanical engineer of the New Zealand Railways designed his system's class X compound 4-8-2's, which our Addington shops built in 1907-'08. The first of the class was in traffic early in 1909. These massive narrow-gage locos ran on our main trunk railway for many years. They were capable of 260 tons on one-in-50 gradients or 900 tons on level track. It seems generally conceded that our class X locos were the world's first Mountain types. This, however, is a small criticism of an otherwise excellent article." ●

NO SCENIC RAILROAD is likely to be built along the rim of the Grand Canyon. Prospects for such a road appeared dim at the close of a public hearing where a National Park Service master plan for Grand Canyon development was discussed. Most of the some 20 persons who spoke were opposed to further development of any kind within Grand Canyon National Park and Grand Canyon Monument.

Especially strong was the opposition to a proposal from Recreation Railroads, Inc., of Washington, D.C. The company seeks a permit for a narrow-gage railway from Grand Canyon Village west for about 20 miles to Topacoba Hilltop. From there a seven-mile tramway would extend to a mesa above the Havasupai Indian settlement, now reached by a steep and crooked eight-mile trail.

A spokesman for Senator Barry Goldwater said the Arizona Republican was "violently opposed" to any more "improvements" within the canyon and in favor of strictly limiting commercial enterprises on the rim. The Sierra Club and Arizona Hiking Club presented similar proposals that would include practically all of the canyon in the wilderness system.

Much as we like railroads, we feel that the conservation of wildlife and national parks in as primitive a state as possible is even more important. ●

OLDTIME HOGGERS. Peter Myer, a retired Northern Pacific man writes: "I fired for Jim Root, hero of the Hinckley, Minn., fire in '94. He was senior engineer on the St. Paul & Duluth and at the time of the fire was running between Duluth and St. Paul, handling an eight-wheeler on the southbound *Duluth Limited.* He had 140 passengers that day and picked up about as many more—packed them into four little wooden cars. Cars burned up but the people didn't. Root got 'em into a

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John Dubreuil, 20, Landover, Maryland, reports, **"A 25% increase, plus $125 a month car allowance."**

Ray Furr, 27, writes about his Accident Investigation job in San Antonio: **"My salary is $100 a month more than my last job and this is only the start. I should double my old salary in one year. This is the result of Universal's course and recommendation—a wonderful job."**

Dick Baden, 26, former truck driver from Napoleon, Ohio: **"Fine salary, expense account, a car, many other benefits. I highly recommend Universal."**

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lake. I wasn't firing for Jim on that run; Jack McGowan was. He was killed in an accident on the Stillwater Branch later on." (A whole chapter in Freeman Hubbard's first book, *Railroad Avenue*, is devoted to a detailed account of the Hinckley fire.)

Says E. H. Gorman: "I was a railroader back in England and when I came out to Canada and applied for a job on the Canadian Pacific I was told I'd have to start over—from the bottom of the ladder. I agreed to that and then they took another look at me. I was 26 then and was sporting a donaker, which made me look older, and they turned me down again. They said I was too old to wipe engines! But I fooled them; I went home and shaved. I looked so much younger without the moustache that they took me on."

This comment comes from A. E. Webster: "When I started working for the St. Paul Union Depot Company a long time ago, we had four-wheel, 35-ton engines with platforms at both ends (same as the old coaches) and Miller hook couplings. Automatic couplings and air brakes were just then coming into use. In 1916 the small engines were replaced with Lima six-wheelers weighing 75 tons. They were fine switchers."

Now listen to C. K. Oberholtzer: "I started on the Philadelphia & Reading as a lamp man. I was 17 then and I put coal oil into the lights on the old banjo signals for the first time on Jan. 10, 1901. I was so proud of myself that I scarcely felt the bitter cold."

British Railways photograph

John Drayton, recently-retired British Railways engineer, holds a world record for large number of acceptable ideas offered to any railroad management for improving equipment, service, and working conditions. John is seen here with award he received for them (in addition to money). He lives at 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England. (Details in Dec. '69 issue, page 10.)

Finally, read what L. R. Wagner of the Union Pacific writes: "I still get the shakes when I think of the time I was snowbound 10 miles west of Oakley, Kans. It was in 1918 and I was stalled in a snow bank on the mainline. Five engines and a snowplow were almost buried under snow. We were stuck there 9 days." ●

STEAM VS. DIESEL. "Jim Reid's comments on *Railroad's* policy regarding diesel power (Nov. issue) come very close to my own feelings," writes J. P. Krzenski, 144 Hawthorne Ave., East Islip, N.Y. 11730, "but I would not use his term, 'old fogies,' in describing retired railroaders who relive old memories by reading your magazine. This is one of many reasons why you should keep covering the bygone steam era. However, I disagree sharply with the position of some railfans that diesels should be abolished.

"I knew and loved the Long Island's old-time steam power. Such Pennsy classics as the K4s, the E6s, and the LI-owned H10s Consolidations will live forever in my mind. Even so, I am convinced that today's rail industry is just as exciting in its own way. Many times while at Fort Eustis, Va., I felt my blood tingle at the sight and sound of four GP7's roaring by with 100 to 150 hoppers of West Virginia coal, making a thunderous 50 mph down the C&O's Peninsula subdivision from Richmond to the dumpers at Newport News. Those recollections also will live with me forever."

Another commentator on Jim Reid's letter is John Sauer (age 17), 624 S. Spring Ave., La Grange, Ill. 60525, who writes: "In all my life I have seen no more than 15 operating steam locos, but I make every effort to visit the few places where steam survives. My knowledge of steam comes largely from conversations with oldtimers and from reading *Railroad Magazine*. I hope you will retain your fine policy of devoting considerable space to steam and the railroading of bygone years, without, of course, ignoring the present-day rail operations." ●

BREVITIES. Our October article about Merrill O. Skidmore, the *Interesting Railfan* whose collection of railroad fact and fiction books is second to none, failed to mention his address: 12974 Regan Lane, Saratoga, Calif. 95070.

Clipped from *Canadian Railwayman* magazine: "The benefits to be derived from quitting smoking place it at a level of importance in preventive medicine with pasteurization of milk, the purification of water, and immunization, says the Canadian Medical Association."

Fire has destroyed the abandoned Fonda, Johnstown & Gloversville depot in Gloversville, N.Y., reports Dave Nestle, railroadiana dealer, R.D. 2, Ray Rd., Greenwich, N.Y. 12834. The station was built in 1888. Some time ago we published a photo of it, made by Roger Arcara, with an appeal that the building be made into a museum. "That dream is gone now," Dave comments sadly.

Recently H. A. McBain, San Antonio, Texas, spotted two cars on a lumber company track in his city. Both were the same color (light blue), both the same size, both off the same road (Great Northern) and both had the same number, 3922. Also, both were loaded with lumber. And here is another oddity. Mr. McBain spotted a boxcar at a food plant and picked it up loaded, for the West Coast. It was a Texas Pacific car with seven numbers on one side (7775735) and only six numbers on the opposite side (775735). ●

YOU know about the railroads' use of snowsheds in the high Sierras and of ordinary windbreaks in desert or seashore areas, each one designed to prevent the tracks from being covered with excessive snowdrifts or shifting sand. But have you ever heard of tamarisk trees being planted close together to keep the tracks clear of sand? *Soil Conservation* magazine reports a major achievement in overcoming hostile wind and sand conditions in the Mojave Desert region of southern California. Local conservationists there helped Southern Pacific officials to establish, after an 80-year search, an effective windbreak along their desert route through the Coachella Valley.

Tamarisk trees—hardy evergreens imported from western Asia—were planted in 1960 along a 10-mile section of desert track where temperatures range from 12 to 125 degrees and rainfall rarely exceeds 4 inches annually. After 9 years and additional plantings, the tamarisks have made good growth and dramatically reduced losses to SP equipment caused by 40 mph wind and sand.

The whole dramatic story was told by Frank L. Brooks, Jr., and Robert Dellberg in the Oct. '69 issue of *Soil Conservation* (20¢ a copy), published by Soil Conservation Service, U.S. Department of Agriculture, Washington, D.C. 20250. ●

BERT PENNYPACKER'S article, "Scooping Water on the Fly" (Nov. '69), drew this note from Don A. Bromberg, Tsgt, USAF (ret.), U.S. Soldiers Home, Washington, D.C. 20315: "Besides the track pans listed

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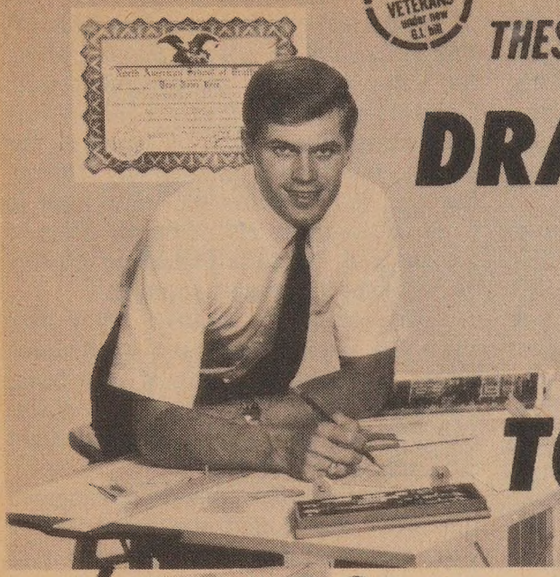

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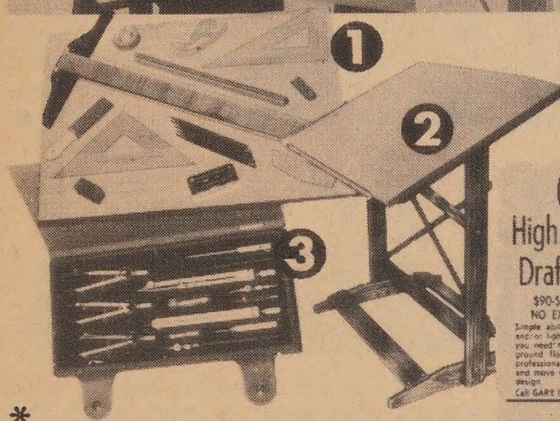

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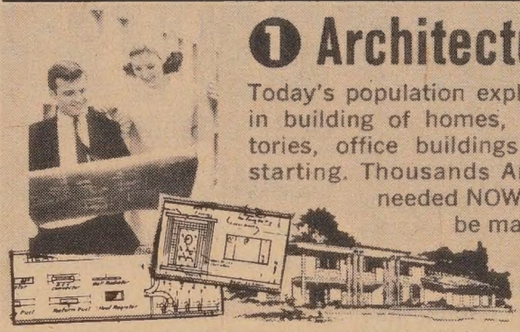

Today's population explosion guarantees boom in building of homes, churches, schools, factories, office buildings & warehouses is just starting. Thousands Architectural Draftsmen needed NOW because drawings must be made of every part of every building before ground can be broken.

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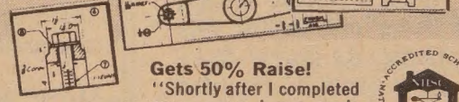
Skyrocketing U.S. mass production requires millions of drawings & thousands of Mechanical Draftsmen all along the way. Drawings must be made of every PART of every product used in the U.S. (as well as of the machines that make these parts) before production can be started.



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by the author, the New York Central operated track pans on its Canadian trackage between St. Thomas, Ont., and the Buffalo-Niagara area. This trackage was used also by the Pere Marquette (taken over by the Chesapeake & Ohio in 1947) under trackage rights. At least sixteen PM class C (C&O 2d class G-2) Consolidations and several PM class MK-1 (C&O class K-8) Mikados were equipped with water scoops for use in that district of the former Michigan Central."

"Track pans were all along the MC between Buffalo and Chicago, on double track through Windsor, Detroit, Niles, etc.," writes George Hinds, assistant administrative secretary to the president of United Transportation Union, 26833 Maple Dr., Westlake, Ohio 44107. "My home seniority as road conductor is the 75-mile mainline from Detroit west to Jackson (Michigan Div.). It had two pans, one at Wiard (now Willow Run), the other at Four Mile Lake, near Chelsea. The Detroit roadmen also have seniority from Detroit to Bay City, 125 miles, and south from Detroit to Toledo (Stanley yard), 65 miles, but I don't recall the sites of all track pans. Standpipes at the pans were used by long freights which could not get enough speed to scoop water from the pans."

According to Charles Heseltine, 445 Preble St., South Portland, Maine, the Maine Central installed track pans in 1887 at Dresden, at Burnham, and between Lewiston and Greene to serve the *Bar Harbor Express*." ●

OVERSEAS. An express train screeched to a halt at a small station near Brescia, Italy, the other day when the engineer suddenly saw two women chatting calmly in the middle of the track. The women said they were so engrossed in their conversation they did not realize they had wandered onto the track.

Five railway tunnels (total length, 4,900 feet) are being offered for sale by Japanese National Railways, $51,000 for the lot. They could be used for hotels or motels, being cool in summer, warm in winter; but they will be noisy. They are being abandoned because wider tunnels have been drilled nearby for new rail lines.

"A reader disliked your June '69 cover on the ground that he could find all the pretty-girl pictures he wanted in *Playboy*," writes Joseph Fox, Monomark BM-Exn. 3, London, WC-1, England. "I disagree with him. Not everyone wants to look at *Playboy*; I don't. And railroad girls are in a different class. Since the railroads' earliest days, women have been associated with them —from 'the female in attendance, to help lady travelers' at Wolverton, halfway house of the London & Birmingham Railway (about 1840), to the trim train hostesses of today. When British Rail wanted to popularize its inter-city high-speed trains it engaged two beautiful girls, clad in red with the rail crest, to stand outside the London West End office, offering literature to passers-by."

"Back in 1934, when I first saw a copy of *Railroad Magazine*," writes Edward J. Lambert, 7 Biddeford St., New Plymouth, New Zealand, "I began trading for photos of U.S. steam locos. Today, I have probably the largest American railroad photo collection in this country. I have ridden many thousands of miles in steam engine cabs and I even drove one of the engines shown in May '69 issue, page 14." ●

A BOY'S HEROISM. This recollection comes from C. H. Koehl, retired Pennsy hogger, and 52-year member of the Brotherhood of Locomotive Engineers: "Whenever I hear the name of Cumberland, Ind., I recall two kids whom I saw Oct. 21, 1939, on my regular run, first No. 67, *The American*. We were making about 80 miles per hour as we rolled into Cumberland when I saw a small boy dart across the tracks in front of the engine. Just then a smaller boy, following him, fell down on the track right in front of the train. He made no effort to get up and apparently had no chance to at the speed we were running.

"Then came the bravest act I ever saw. The boy who had run over ahead of us ran back in front of our train, threw the little fellow off the track, and almost miraculously jumped right out from under the engine.

"An Indianapolis paper investigated this story and found the boys after a week of searching. They turned out to be brothers, Don Little, age 11, and Jackie, 3. They are now grown up and living in Indianapolis; both have families today." ●

SHORTLINES OF OKLAHOMA

Locomotive Rosters Compiled by Sy Reich

Arkansas Western Railway

Owns no locomotives; Kansas City Southern Railway uses its lines.

Beaver Meade & Englewood Railroad

Owns no locomotives; Missouri-Kansas-Texas Railroad uses its lines.

Fort Smith & Van Buren Railway

Owns no locomotives; Kansas City Southern Railway uses its lines.

Hollis & Eastern Railroad

Owns no locomotives; Leases one MKT diesel at the present time.

Kansas, Oklahoma & Gulf Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	1
101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	1
103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	1
570-571	1800	GM-EMD	GP18	B-B	65,825	263,300	1964	2
844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	3
846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	4
1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	5

Oklahoma City Junction Railway (Owns no motive power)

Sand Springs Railway

100-101	900	GM-EMD	SW900	B-B	?	?	1956
102	900	GM-EMD	SW900	B-B	?	?	1957

Texas, Oklahoma & Eastern Railroad

Owns no motive power; DeQueen & Eastern Railroad uses its lines.

Tulsa-Sapulpa Union Railway

105	600	GM-EMD	SW1	B-B	60,000	193,130	1940	6
108	600	GM-EMD	SW1	B-B	60,000	193,130	1947	7

Oklahoma Roster Notes

These rosters were based on data from TSU's general manager, H&E's president, and the vice president of SS, and are accurate as of the first quarter, 1969. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in the Official Guide or the Pocket List of Railroad Officials, or both, which has a route-length less than 400 miles. GM-EMD stands for General Motors, Electro Motive Division.

(1) KO&G 97-105 were originally KO&G 801-809, then KO&G 97-105, and have been upgraded to 1600 hp.

(2) KO&G 570-571 were originally KO&G 700-701, then KO&G 579-571, and units were rebuilt from KO&G 753-754, F7A's.

(3) KO&G 844-845 were originally KO&G 751-752, then KO&G 844-845, and were upgraded to 1600 hp. KO&G 845 was traded to GM-EMD for Missouri Pacific's GP35's.

(4) KO&G 846B-847B were originally KO&G 755B-756B, then KO&G 846B-847B, and were upgraded to 1600 hp.

(5) KO&G 1027 was originally KO&G 1001, then KO&G 1027.

(6) TSU 105 was originally Wabash 105, then TSU 105.

(7) TSU 108 was originally WAB 108, then TSU 108. ●

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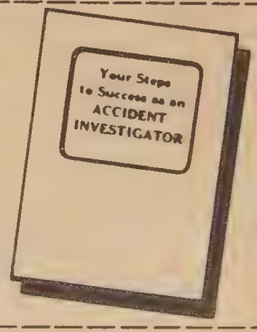

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GET INTO THE "ODD SIZE" SHOE BUSINESS

80
OUT OF 100
of the people you meet wear "average-size" shoes (and your Mason catalog has 275 styles for them).

20
OUT OF 100
of the people around you wear "odd-size" shoes.... and your Mason catalog gives them 10 times the selection of anyone else in town!

2½ to 16...AA to EEEE

Wouldn't it be something, if you had a monopoly on shoes, and everyone around had to buy their shoes from you? That's impossible, of course — but see if this doesn't sound almost as good:

Lots of people living right around you have a real problem finding shoes they like because they have a foot that's larger or smaller, wider or narrower, than average. Most shoe manufacturers concentrate on the "average" sizes — so the man or woman with an "odd-size" foot is lucky to find ANY style in his or her size. These people have always had to pay a king's ransom to have their shoes made, or take what they could get.

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Rush the full story telling how you'll set me up in my own Mason "Odd-Size" shoe business — and send along everything I'll need so I CAN GET STARTED RIGHT AWAY.

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Photographs of the Month

How lucky can a railfan be? Vinny Rabb, Flushing N.Y., was treated to a steam trip in October by his fiancee, Geri Hobner, Levittown, N.Y. The Nickel Plate 2-8-4 No. 759 hauled them over Erie Lackawanna. Geri was impressed by fans' enthusiasm.

Joseph A. Mannix, 33-18 161st St., Flushing, N.Y.

Union Pacific GE U50-C being tested on the Erie-Lackawanna tracks at Glen Rock, N.J., last October prior to delivery. Engine was unlettered.

Don P. Wallworth, 135 Brookside Ave., Hohokus, N.J. 07423

Canadian National narrow-gage Newfoundland rails up to last June featured train 101. Officially known to Newfoundlanders as the *Caribou*, it was affectionately called the *Newfie Bullet*. Photo was taken a dozen trips before final run, but passengers inside the sleepers this evening apparently couldn't care less. To them, the 3-foot 8-inch rails would forever carry the *Bullet*.

Sam Breck, Jr., 306 Westwould, Ann Arbor, Mich. 48103

The autumn foliage at its peak drew hundreds of tourists to Vermont. Green Mountain Railroad offered its own attraction for the visitors in the form of ex-Canadian Pacific 4-6-2 No. 1246. Unfortunately the shortline's directors chose to alter her correct appearance, in addition to putting F. Nelson Blount's distinguished name on the sides of both running boards of this G-5c.
Photograph by Joseph A. Mannix

Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

Royal Hudson Company's glamorous property rides Canadian Pacific's John St., Toronto, turntable prior to being shipped to the U.S. Last used in 1960, this classic will be accurately restored in wine-red and gray livery for mainline excursions.

Phil likes this B&M photo he made in 1940 in Bradford, Vt., because it recalls his boyhood. It shows two freight trains pulled by 2-8-0 engines 2714 and 2645 respectively.

Interesting Railfans No. 85

PHILIP R. HASTINGS, M.D.

by Freeman Hubbard

Dr. Philip R. Hastings, his wife (the former Miss Marion Bickford), and their five children: Pamela (now married), Steven, Hugh, Douglas, and David.

PHIL HASTINGS marked a turning point in my career. His "Mogul Country Farewell" was the first story I blurbed on *Railroad*'s cover (March '54) after taking over the editorship of this magazine from the late Ken Campbell. At that time *Railroad* had a smaller page size. Phil's feature article occupied 28 pages, including some text; 37 photographs, all made by the author; a small line drawing, and a full-page map.

I quote from its opening paragraph: "In the declining days of steam a charming section of secluded New England became virtually a living museum of railroading . . . Slide-valved Mogul locomotives . . . chuffed leisurely from village to hamlet in the bucolic hill country and steamed over its elm-shaded streams through covered wooden bridges."

The author-photographer was born April 26, 1925, at Bradford, Vt., in the heart of "Mogul Country" and grew up there in a big, old-fashioned, frame house surmounted by a cupola, in the Connecticut River valley.

"From our windows I could get a clear view of Boston & Maine trains," he tells me, "coming downgrade through the big cut from Piermont station. We were about a quarter-mile from the apex of the curve which swept past the depot. When I heard a train whistling for Piermont crossing to the south or felt the earth tremors which indicated that a train was passing the rocky ledges at Stonecliff to the north, I was able to run from our house to trackside in time to see it close-up.

"Often on a summer night I was awakened at 2 a.m. when the *Red Wing*, the Montreal-to-Boston night express, made a flagstop or met its counterpart on the long north siding while the Canadian Pacific 2200 or 2500 class 4-6-2 let loose her thunderous exhaust on the grade out of the Waits River valley.

"I also recall, from earlier years hearing the shrieking banshee yells of CPR power on night freights approaching Piermont crossing and being afraid that they might be ghosts on the loose outside my window—until my father came in and explained the facts."

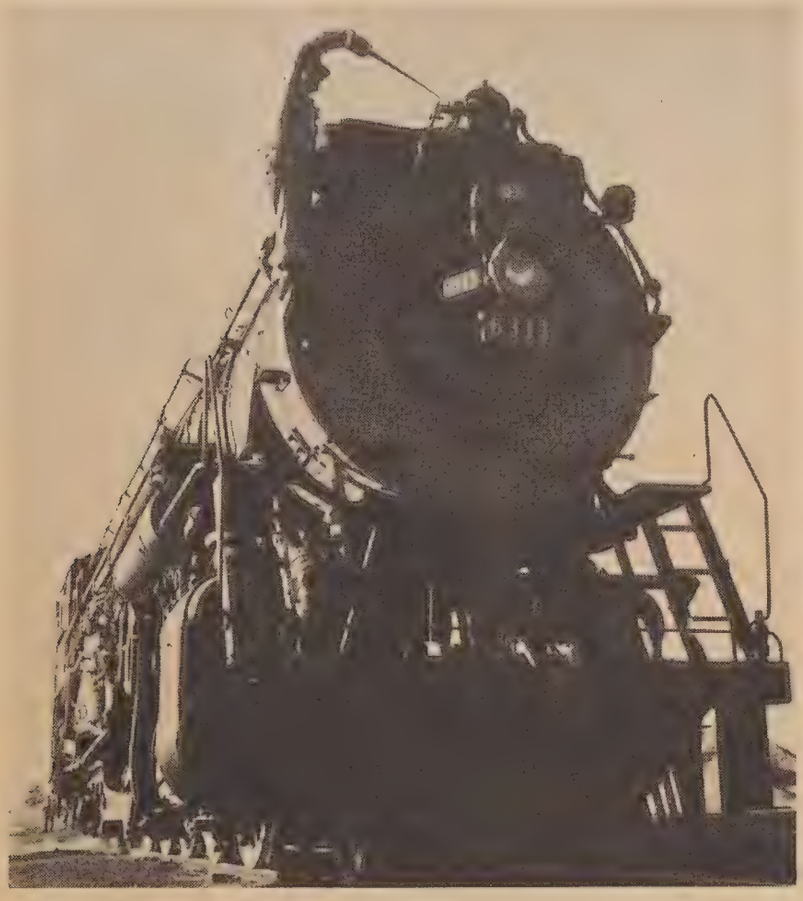
His father, Hugh W. Hastings, is a lawyer, now retired at age 87. For four years in the early 1900's Hugh worked as a U.S. customs inspector on Canadian Pacific trains and has always been a dedicated railroad buff.

"My interest in railroads is a heritage from him," Phil maintains. "In those long-gone Vermont days, Sunday walks with my father and brother John were almost invariably down Depot Street to the old B&M station. Our family album includes a variety of snapshots taken on that street in successive years, with me riding such conveyances as a baby carriage, a sled, a bicycle, and so on."

Phil began taking pictures as a small boy with his mother's box Kodak. Then he bought one himself for 75 cents in a fire sale at the local drug store. It was slightly singed. Some of his earliest negatives show trolley cars around Biddeford, Maine, which were a novelty to a small-town Vermont boy, Later, at age 15, he was given a new size 616 Kodak Special folding camera by a kindly old Boston railfan.

Before C&NW took over the Chicago Great Western, a long freight train known as the *Gee Whiz* often used as many as eight units on its runs between Oelwein and Kansas City. Phil chose a maple tree, a cornfield, and a highway to frame this shot of the CGW train leaving Waterloo and rolling over Iowa prairie land in 1967.

A human figure can add punch and interest to a railroad shot. Low angle at which Phil aimed his camera emphasizes the massiveness of CB&Q 2-10-4 No. 6311 at Centralia, Ill., in 1955.



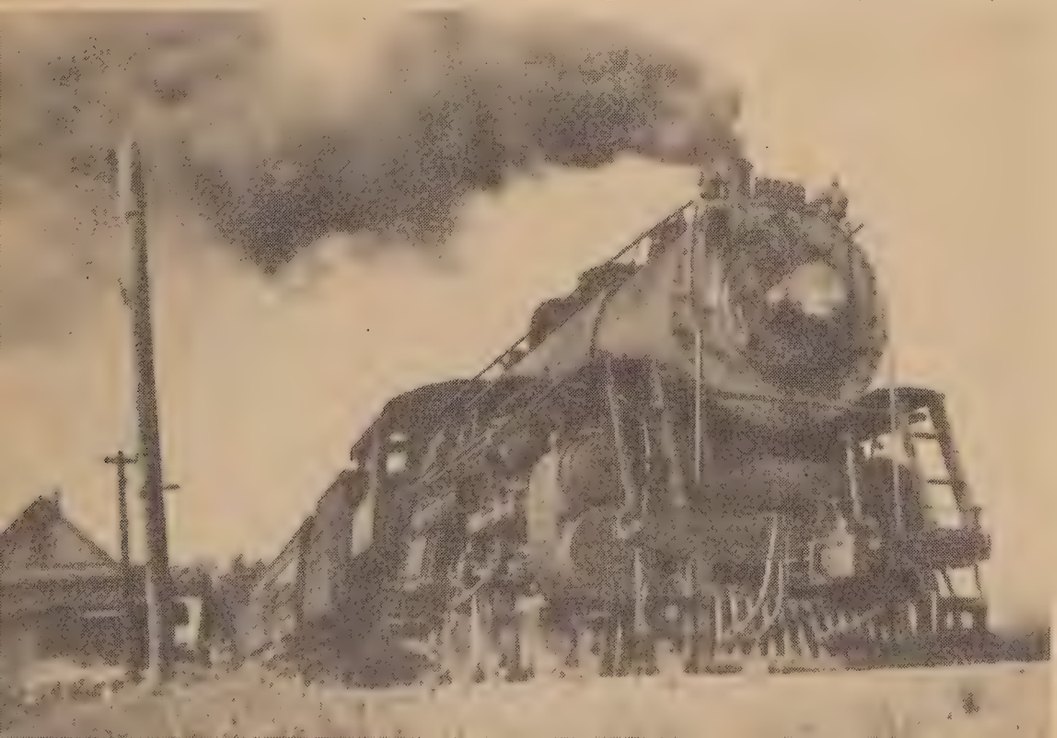
Backlighting and silhouetting: Missouri Pacific 2-8-0 engine 77 by the coal tower at Bush-Hurst, Ill., in 1954.
All photographs on these two pages by Philip R. Hastings

Our subject spent considerable time in and around the B&M depot at Bradford under the friendly eye of agent-operator Burnside H. Hooker.

"I helped to sell tickets," Phil remembers. "I also did paper work, ran errands, stoked the coal stove, carried out ashes, and shoveled snow from the platform. In fact, I did just about everything there except copy train orders. On occasions, I even OSed trains by phone to the dispatcher and handed up 19 orders to trains. Once, when I didn't get quite close enough to a CPR ten-wheeler barreling through at about 45 mph with fast freight No. 904, the engineer missed the hoop and had to stop, back up for the order, and get his train started again, on the Piermont grade. You can imagine how I felt about it."

Phil was often a guest in the engine cab or caboose of the daily way freight, the "peddler," while it switched Bradford's small yard. Now and then he hopped a freight to go 13 miles north to Woodsville, N.H., or 29 miles south to White River Junction, Vt. Thus he put in quite a few miles in the cabs of 2-6-0's, Consolidations, and 4-6-2's.

Sample of the shots Phil made over 30 years ago with 616 Kodak box camera which he bought for 75¢ at a drug store fire sale. Boston & Maine passenger train with 4-6-2 No. 3673, class P-2, makes depot stop at his home town, Bradford, Vt.



Among the friends who took railfan trips with him over the years were Maynard S. Nutter, Richard S. Welch, H.N. "Jiggs" Proctor, Ivan Maiden, Arnold Wilder, Craig McMillan, and Jim Shaughnessy. Jim is well known today as the author of *The Rutland Road* and *Delaware & Hudson*. With him and Craig, our hero had several "wonderful" camera trips exploring the remnants of steam in Ontario and the upper eastern Midwest.

Phil's mother writes: "From early boyhood, trains have always fascinated Philip. He wanted very much to become a locomotive engineer when he grew up. It was a bitter disappointment for him to learn that his eyesight, which needed strong glasses, made this goal impossible. But in school he was so

bright in studies that he led his classes."

One of his traits is compassion. His mother recalls the time her sons found a stray cat in an empty barn. "Philip was told that he could feed the cat but mustn't bring it home. But after he had fed it for two or three days, the cat came to live with us."

When the lad wanted something that the family could not afford, he earned money to buy it. One year he raised vegetables at home, set up a roadside

Canadian National streamlined 4-8-4 No. 6403 at Grimsby, Ont., going to Niagara Falls from Toronto in 1958.

stand, and sold them. If any were left at the end of a day, he would peddle them in a cart from door to door.

In 1942, he graduated from high school as president of his class. The class wanted to celebrate with an outing, but wartime gas rationing was in effect; there could be no highway trip. Phil, through a friend, station agent Hooker, chartered a railroad coach to take the young graduates about 25 miles to a lake and wait there to bring them back. The coach was on a Boston & Maine passenger train to Woodville, then on the Montpelier & Wells River mixed train to Groton Pond.

As a boy, he joined a youth group and went to inter-racial summer camps and institutes, which helped to broaden his mental horizon. Even today, Phil and his wife belong to an inter-racial dialogue group. While in high school he managed the football and baseball teams. Later, while he took a year of mechanical engineering at Tufts University in Boston, he was on the track team there, Phil is also fond of swimming, skiing, and snow-shoeing, but his crowded schedules in recent years leave little time for sports.

Enlisting in the Army Reserve in April, 1943, he was sent to two universities in New York City to resume his study of engineering, but was shifted to medical training. In 1950 he graduated from the University of Vermont's Medical College with an M.D. degree.

His record shows a year of internship in Spokane, Wash., and service as an Army medical officer at three American camps during the Korean War. Then he got interested in psychiatry. Upon leaving active military service in 1953, Dr. Hastings began and completed a three-year residency in psychiatry at the Albany (N.Y.) Medical Center. He spent the next three years as psychiatrist at the Veterans Administration Hospital in Canandaigua, N.Y., and in 1959 he took exams and was certified as a specialist in psychiatry by the American Board of Psychiatry and Neurology. Today he is living at 110 Sunset Road, Waterloo, Iowa 50701, and engaged in the private practice of psychiatry. He also has a part-time position as medical director of the Northeast Iowa Mental Health Center in Decorah, Iowa.

Phil has been reading *Railroad* since the mid-30's, *Trains* since mid-1940's, and has all of those issues, together with a dozen *Official Guides,* and some railroad books, including all of Lucius Beebe's.

"I enjoy *Railroad,*" he says, "particularly its *Interesting Railfans,* its items on existing steam and the present-day passenger train situation, its true tales, its *Mail Car,* and its color covers, *all* of them."

I was discussing Dr. Hastings the

One of Phil's earlier night views, made at Woodsville, N.H., in 1941, shows No. 2596, a Canadian Pacific G-2 Pacific, laying over at the B&M enginehouse between milk-train runs. It was snapped with a tripod and exposure of about five minutes at f/8 on Kodak Supper XX film, with one open flash to illuminate the scene. Since then, the doctor has earned a reputation for superlative night photography.

other day with David P. Morgan, editor of *Trains*, and he said: "We did a powerful lot of railroad reporting and photographing together years ago, and those were truly the good old days. Phil is a psychiatrist, as you know, as well as a typically taciturn Vermonter. On occasions, I think, his background and profession worked against each other to the point that your Railfan of the Month was neutralized in the field.

"I recall an afternoon in Pennsylvania when we were awaiting a light engine movement on the now-defunct Huntington & Broad Top Mountain and had stopped at a farmhouse to ascertain from its occupants whether or not the 2-8-0 in question had passed.

"The doctor's examination (if you will pardon the term) produced no results. I told him that whatever merits his couch-side manner might hold for his patients, it was apparently not productive in rural areas and it was time for a country boy to take over. Thereupon I went to the farmhouse myself, talked about the weather and crops, and ultimately ascertained that the engine, we sought had not passed but was, indeed, now due. Sure enough, the 2-8-0 showed up, and Phil has the negative in his collection to prove it."

Incidentally, No. 85 has about 25,000 black-and-white negatives, all his own, and at least 10,000 35mm color slides, but relatively few prints. He makes them up on requests from publications. Now and then railfans ask him for prints, but the doctor is too busy to supply them.

And now, getting back to Dave Morgan: "On another occasion, while we were riding an Espee freight out of Roseville, Calif., over the Sierras, Phil left the caboose and walked ahead across the boxcar tops for a better photo location. The conductor, flagman, and trainmaster in the hack asked me if Hastings worked for *Trains* magazine. I said: 'No. As a matter of fact, he is a psychiatrist,' adding that my friend was so proficient that he could analyze one's mental make-up by simply studying the facial expressions and speech patterns.

"The crew was so impressed that when Phil came back across the car tops and re-entered the caboose, he found everyone except myself avoiding his gaze and disinclined toward conversation. I didn't tell him until much later, after we had reached Sparks, Nevada, that they were avoiding him for fear of undergoing analysis."

Phil's avocation is railroad photography. His work has been published in *Railroad Magazine, Trains, Vermont Life, National Geographic*, and *American Heritage*. Also numerous trade and railfan publications, nine of the late Lucius Beebe's books, several Kalmbach publications, and others, such as *The Railroad Caboose* that the late Bill

Typical of Phil's "framing" are these pictures. (Above) We see Dick Jensen's Grand Trunk Western 4-6-2 No. 5629 pulling the annual "Circus Special" across the Wisconsin River en route from the famous Circus World Museum at Baraboo, Wisconsin, to Milwaukee for Fourth of July street parade in 1968. (Right) This camera study shows Canadian National 2-8-2 locomotive No. 3427 clanking by the tree-shaded station at Joliett, Quebec, with Phil's father standing on the platform, in 1939.

Knapke and I wrote in collaboration.

In addition, Dr. Hastings has supplied a lot of non-rail material to newspapers, periodicals, etc., including articles in professional psychiatric journals, and has presented papers at national meetings of psychiatric societies. He helped to work his way through medical college by free-lance photography of weddings, babies, year-book portraits, and the like.

Despite his many contributions to Beebe's books, Phil regrets that he never met the author, although Lucius, who owned a vast apple orchard in Oregon, occasionally sent the Hastings family a crate of rosy-cheeked apples for Christmas.

In 1953 Phil as a photographer made his first trip with Dave Morgan to illustrate an article that the *Trains* editor would write. It was a quest for steam in Canada's maritime provinces. Once a year for the next few years the two men toured the U.S. for a similar reason.

"Those trips with Dave were fruitful," Phil tells me. "I learned a lot about *The Milwaukee Journal* and politics. My conservative Republicanism explored Dave's Democratic liberalism. He, in turn, kept trying to find out if psychiatrists really know anything about what makes people tick."

Phil is six feet two. Behind his glasses are friendly gray eyes. He weighs about 190, has an erect figure and a good posture except for an abdomen that is not flat, and dark brown hair with gray frosting, a bit thin on top. He eats "almost anything" and occasionally smokes cigars or a pipe.

In 1942, when he was about to shoot a CPR train in Barton, Vt., he met a petite and pretty blonde with hazel eyes, named Marion Bickford. Marion has a willowy figure (even today). A year later, as they were standing on a

The night of Nov. 1 1963, at Decorah, Iowa, was beautiful when Phil made this shot of caboose 17777 of Rock Island freight train 103 standing at the depot for the last time. The following morning the train made its final run to Postville Jct., thus ending rail service on the Decorah branch. A few months later the tracks were torn up and the station became a dwelling place. Phil tried to buy that caboose for its historic value as part of the last regular train to and from Decorah, but it was subsequently smashed in an accident; so he got caboose 17772 instead. The latter may be seen today at North Freedom, Wisconsin.

Scene on Denver & Rio Grande Western narrow-gage: 2-8-2 No. 489 makes up a train in the yard at Chama, N.M. in 1953.
Photograph by Philip R. Hastings

bridge near Kenmore Square in Boston, Phil gave her his Zeta Psi fraternity pin as a token of their being engaged to marry. The wedding itself took place June 29, 1945. They have five children: Pamela, 22 (married); Steven, 20; Hugh, 16 (a railfan); Douglas, 8, and David, 6, and a cat named Black N Knight, who is a member of the family.

Phil has good reason to be proud of his night railroad scenes. By taking such pix for 25 years or more he has developed a fine technique. He rarely needs a supplemental flash but relies on the judicious use of available light.

"Night shots satisfy me more," he states, "because they are technically more difficult and more challenging."

Jim Shaughnessy comments: "I truly feel that Phil Hastings originated the night railroad photo, at least originated the art for the average railfan. He also helped to start the trend of the unorthodox approach to rail photography.

That is to say, his photos show more than the usual trackside location and the front three-quarters view of the speeding train. He has been successful, too, in getting the human element into many photos, certainly using more than just the train or the locomotive."

As Phil himself puts it: "I look for photos which tie in train action with locale—local scenery plus trackside railroad impedimenta. Rarely do I take straight engine photos. People add interest to a photo if they are doing something appropriate to the scene."

Rail photography has its hazards. Phil recalls the time he climbed atop a floodlight tower to photograph the Texas & New Orleans yard at San Antonio, Texas.

"It was okay going up," he says, "because I kept my eyes on where I was headed. But when I looked down to begin the descent, I waited about 15 minutes to get up my courage to start. It was a plain wooden pole about 75 feet tall and had only linemen's spikes to hang onto!

"On another occasion I had to hitchhike back from northeastern Vermont to Burlington by rail because an ice storm had blocked the highway. Reaching Saint Johns, Que., by CPR, I found a Central Vermont freight just pulling out, headed south. Although I was loaded down with luggage and photo gear, I made the mistake of trying to swing aboard the forward platform of the van (caboose). Missing the front grab-iron. I got the rear one and then swung back against the side of the van. There I hung for long frightening moments until I could gather strength to thrust myself forward and up onto the platform."

Phil's first paid job was as an intern at $100 a month for 90-hour weeks! While in college in Boston in 1943 he had toiled one night for the New Haven Railroad, helping to clear the South Boston yards after a massive snowstorm. And while in the Army in 1945 he spent some Sundays loading and unloading freight cars for the Jersey Central at dockside at Jersey City Terminal.

Recently, he has been working as a conductor, section hand, and car repairman and made a student trip firing on a steam engine—all for the Rattlesnake & Northern. These were among his gratis contributions to the 4½-mile operating rail line of the Mid-Continent Railway Historical Society at North Freedom, Wisconsin.

He owns Rock Island caboose No. 17772, which he keeps at the Mid-Continent's museum in North Freedom. This he uses for himself and family to live in while they are working around the museum or vacationing, about six times each summer. He and his wife have accumulated some HO and N gage model equipment—a possible project to engage their attention eventually after he retires from psychiatry.

"I see too many people." he says, "who get depressed when they retire because they haven't planned for anything to do in the so-called harvest years."

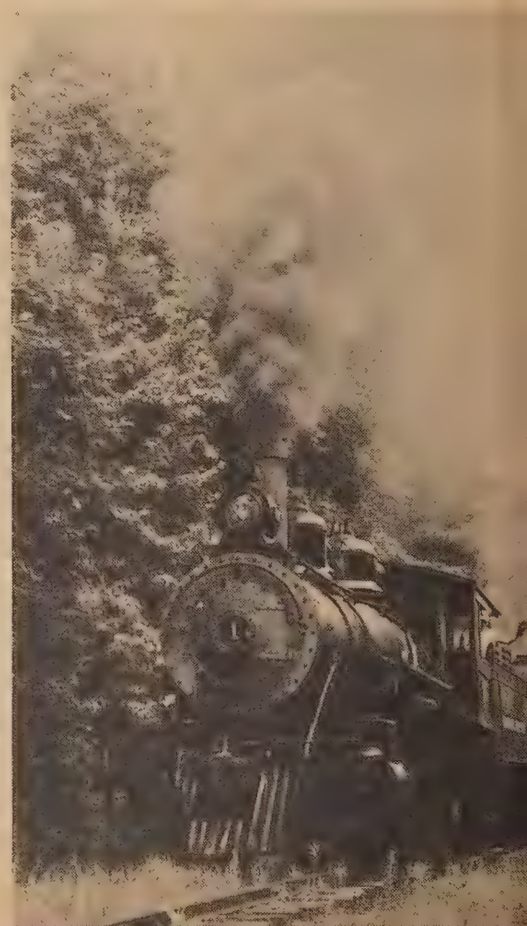
Says Craig McMillan of Canandaigua: "I met Phil when he was finishing his stint at the local V.A. hospital. The Pennsy had dropped steam operation here about three years before and ripped out servicing facilities for it, but one midnight in August, 1957, I heard a steamer working in the yards, shifting cars. Upon investigation, I found and met Phil taking flash pictures of a decapod. Because of an extra heavy season, the Pennsy had taken some steam locos from retirement for temporary use. Our chance encounter led to a friendship and some memorable steam-chasing trips, on one of which I met Jim Shaughnessy.

"One time when Phil and I took our wives to Lindsay, Ont., the Canadian National was short of power. They took Mogul No. 91 out of the roundhouse and fired her up. When the hostler realized we were taking pictures, he ran her back into the shop for a fast paint job. Not only did we get some great shots that day but the ladies also were allowed to ride in the cab."

Phil is greatly interested in classical music and for years has been on the board of directors of the Waterloo Symphony Orchestra, but rarely indulges in movies or TV. I asked his wife if Phil's professional work as a psychiatrist, listening to other people's troubles, wasn't too much of a strain on him.

(Below) CB&Q 2-8-2 No. 4960 is now owned by Circus World Museum but stored in yard of Mid-Continent Railway Museum at North Freedom, Wisconsin. Picture, taken in 1965, has her hauling first "Circus Special." (Right) Warren & Ouachita Valley 4-6-0 No. 1 climbs Osborne Hill with mixed train on Rattlesnake & Northern, Mid-Continent's line, with founder Richard Hinebaugh firing.

Photographs on these two pages by Philip R. Hastings



Tripod and self-timer enabled Phil to snap himself and son, Hugh, on their CRI&P caboose 1772 at Mid-Continent Railway Museum. In background is shown C&NW 4-6-0 No. 1385 under repair. Caboose was rebuilt from a boxcar in 1915.

"No," she said. "He is very sympathetic and attentive while dealing with a patient, but when he gets home he is able to shed those problems and enjoy himself with his family and his railroad hobby—except, of course, when a phone call puts him back on a professional status."

In that respect Phil Hastings is fortunate. Too many people bring their office work home at night, mentally if not materially also. This tends to make them less companionable, besides wearing out their minds with needless worry. Long ago I learned this lesson myself. Unless a business or professional man can enjoy a hobby—really enjoy it— he is apt to shorten his life span.

"I use my hobby as a change of pace," No. 85 explains. "My idea of a vacation is going on a trip to take railroad photos, sometimes with members of the family, sometimes with railfan friends."

"For what," I asked the doctor, "would you like to be remembered?"

He replied: "For (1) whatever of me shows up in my children, (2) whatever I have contributed to my patients, (3) whatever I have contributed to the development of mental health resources in my area, and (4) my contributions to the pictorial record of railroading." ●

The *Red Arrow* (Philadelphia Suburban Transportation Co.) rolls over a roadbed of fast-melting snow (March 15, 1969).
Harre W. Demoro, 3040 Jordan Road, Oakland, Calif.

STEVE MAGUIRE'S

TRANSIT TOPICS

Steve Maguire

GOOD-BYE to the fabled Myrtle Avenue elevated railroad in Brooklyn, N. Y., said to be North America's last transit line to use wooden cars! After 80 years of operation, the city shut it down. The last train, consisting of six wooden-body cars crammed with railfans, bounced out of Jay Street station in downtown Brooklyn just before midnight Oct. 3rd on the final run, which took about 24 minutes. Among the nostalgic passengers was Roger Arcara, formerly of the *Railroad Magazine* staff.

The train clattered along two miles of elevated tracks, past stores on the fringe of Bedford-Stuyvesant, and finally into the Williamsburg section. The cars were old when introduced in 1904 and were extensively rebuilt in 1938. But the elevated tracks, put up in 1889, could support nothing heavier, so for 80 years the wooden trains, varying from two to six cars, with their straw seats and worn leather straps constituted a familiar transit line.

"These trains were so slow," said a motorman, "that pigeons didn't even bother to fly away when they saw us coming. They just walked off the tracks real slow."

The 69 wooden cars will be sold to rail museums and amusement parks. Eight stations, on several miles of route, will soon be razed, but BMT subway trains will continue to serve the northern part of the line.

UNSATISFACTORY conditions and defects in equipment can be reported more readily to New York's Metropolitan Transportation Authority through forms now available from the Committee for Better Transit, Inc., P.O. Box 3106, Long Island City, N.Y. 11103. The forms consist of a letter to MTA with blank spaces in which the rider inserts the date, location, and nature of the complaint. There are also small stickers saying "I'm Broken; Fix Me," to be pasted on shattered railroad car windows, defective subway car doors, broken phones and slot machines, etc. CBT welcomes queries; send a stamped self-addressed envelope.

A massive subway tie-up in New York City, in which 150 passengers were overcome by the intense heat and one of them died, was attributed by the Metropolitan Transit Authority to "unclean streets and clogged catch basins," which combined to make the subways "storm sewers" after an unusually heavy rainfall recently.

(Below) These suburbanites are about to board one of the modern electric trains of the Delaware River Port Authority. The mass transit system has nine passenger stations, all of which make extensive use of Pittsburgh Corning glass block for a bright, cheerful atmosphere.

Cutaway sketch shows three layers of transit in old-time New York: elevated line, trolleys, and IRT subway trains at Brooklyn Bridge station. El has gone.
Collection of Stephen Daniels, Lansdowne, Pa.

ONE of America's few privately-owned suburban trolley operators, the Philadelphia Suburban Transportation Co., is due to lose its identity in that field next April 9th, when the Southeastern Pennsylvania Transportation Authority takes over its lines out of Upper Darby, Pa. Sale of the company to SEPTA was announced July 30th, the price tag being $13 million, as forecast in our department last May. The news comes from our longtime Philadelphia correspondent, Andrew W. Maginnis.

We ran a detailed history of PST and its predecessor lines in Oct. '55, noting the unusual fact that the system dates away back to the Philadelphia & West Chester Turnpike Road Co., incorporated in 1848. The successor rail line was built and opened for service in 1895 as the Philadelphia & West Chester Traction Co. It evolved to the present PST, which continues to operate two suburban trolley lines out of 69th Street in Upper Darby, to Media and Sharon Hill respectively. The same company operates the rapid transit line to Norristown, formerly the Philadelphia & Western Railway. SEPTA already owns and runs Philadelphia's city transit system, which it bought last year from the now-defunct Philadelphia Transportation Co.

The city kicked off its long-awaited $123.3 million construction of the Broad Street Subway extensions in southern and northeastern Philadelphia on July 7th. With the award of a $1.75 million contract to an Omaha concern, construction got under way in southern Philadelphia. We'll be watching this new development.

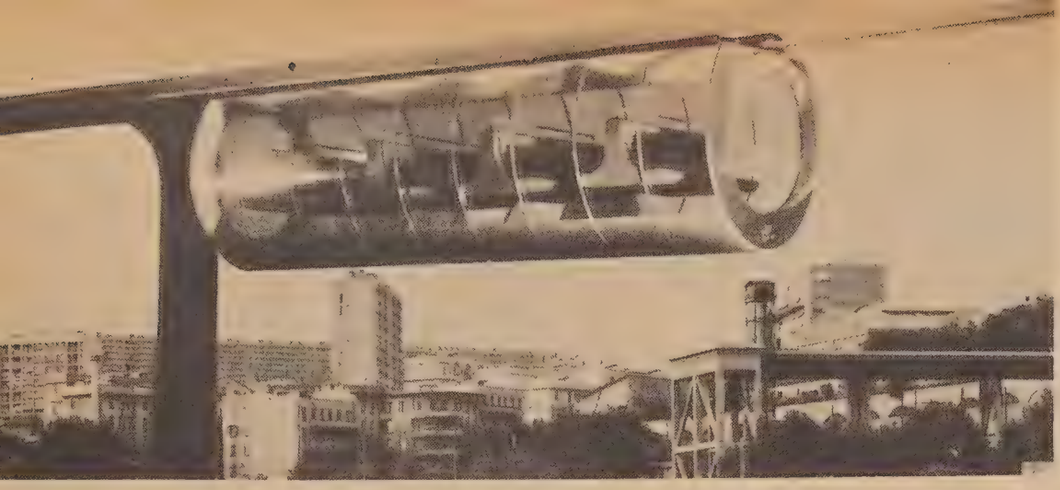
The timetable calls for completion of both extensions—1.2 miles in the southern section, 6.8 miles in the northeast—in three years. The city will order 95 new air-conditioned cars. Each will seat 80 persons, compared to 70 in the present cars.

CATALOGUING the trolley-car negatives and photos in the large collection of the late Barney Neuberger may take up to a year, writes Warren E. Miller, Railway Negative Exchange, P.O. Box 92, Oakland, Calif. 94064, who bought the lot and will eventually offer them for sale to the public, singly or in lots. Readers should write Warren, naming the lines they are interested in and stating about how many items they want on approval, specifying prints or negatives.

MEXICO CITY'S new subway lines (see photos in our Dec. department) failed to make their official opening date of last July 9th, writes Luis L. Torrealba, Apartado 838, Mexico 1, D.F. The service actually began September 4th on Route 1, the only completed route, although cars were operated for tests and breaking-in prior to that date. Two other routes are still being built. Luis adds that Guadalajara, Mexico, is interested in building two crosstown subway lines, which Japanese consultants already have surveyed. Estimated cost of the latter's 53-km. system is 447 million pesos.

SAN FRANCISCO now has a citizens' committee aiming to "make the city's cable-car barn one of the nation's greatest visitor attractions," according to *Passenger Transport*, weekly organ of the transit industry. Mayor Alioto said that regulatory agencies, recognizing the historical value of the cable car barn, authorized creation of the mezzanine-level gallery for visitors.

The 82-year-old barn, located two blocks north of Nob Hill at Washington and Mason streets, is the heart of the cable-car system. It has been restored in turn-of-the-century fashion;



Vision of future. Photo montage shows one type of Merlin Gerin linear-motor car on a projected monorail line as it might operate someday in Marseille, France.
Merlin Gerin photo courtesy of France Actuelle

and the Recreation and Park Commission regularly maintains its attractive flower boxes and flowering trees.

One section of the visitors gallery was dedicated in 1967. Another section, which will contain concession and historical exhibit areas, is nearing completion.

TOWER 18, a landmark on the Loop elevated line of Chicago Transit Authority, was torn down in September, preparatory to opening the new Loop routings made necessary by inauguration of new service on the Dan Ryan extension on September 28th. The tower was a two-story building which had housed controls for switching trains at the Lake and Wells junction since October, 1897.

According to Thomas B. O'Connor, general manager of CTA, the location was once the world's busiest railroad junction. Prior to 1943 more than 3,000 el cars a day would pass the tower, but subways completed since then have rerouted much traffic to new routes beneath downtown Chicago. The tower, which has been replaced by a new one in the same general area, was razed because it stood directly in the path of two new tracks which now carry trains over the Loop.

Coincident with inauguration of the new Dan Ryan line, two-way service began operating on the Loop for the first time since 1913. The Dan Ryan line, just completed in the median of an expressway, was built by the city, but the U.S. Department of Transportation paid two-thirds of the $51,700,000 cost.

An elevated train rammed the rear of another train one night recently on the South Side, derailing one car and sending 249 persons to hospitals. Seven were admitted to the hospitals; the others were treated and discharged. CTA said the accident happened when trains all along the line were delayed by the removal of a passenger who had become ill. The first car of the moving train fell onto the third rail, shorting out the power for a 20-block area along the line.

Two Fire Department helicopters ferried some of the injured from the trestle, 25 feet above the street, to hospitals. Firemen used ladders and mobile cranes with baskets atop them to bring other passengers down.

SURPRISINGLY, the international trolley line between El Paso, Texas, and Juarez, Mexico, was replaced by buses last July on a temporary one-year basis, reports *Short Circuit Bulletin*, monthly organ of ERA's Texas Div., Milam Bldg., San Antonio 78205. The reason given by the operating company, El Paso City Lines, was the need for installing electric feeder cables under a street along the car line in Juarez. Mexico's Federal Trade Commission made the request because electricians refused to work around live overhead wires. The work will take several months or a year, after which EPCL presumably will resume trolley service.

NEPAL, a country in Asia, boasts a 27-mile aerial cableway that moves cargo over the cloud-capped Himalaya Mts. between a railhead in the southern foothills and the capital city of Katamandu, snuggled in a valley among the world's highest peaks. Resembling a winter resort ski-lift, it has a capacity of 25 tons of cargo per hour.

It is the longest such system ever built and was the biggest single development project in Nepal for United States aid funds. There are seven power substations along the 27-mile length of the electrically operated cableway. Its twin cables support 400 open cablecars with a cargo capacity of 2,500 pounds each.

"HOW COME Boston is buying rapid transit cars from Pullman Standard for about $80,000 less per unit than CTS pays the same company?"

This question was thrust at Cleveland Transit's management by Transit Board member Gerard Anderson, who

Photograph by Stephen D. Maguire

Youngstown & Southern Ry. cars 200 and 50 pass on right-of-way outside of Youngstown, Ohio, on a January day in 1945.

Amsterdam newspaper cartoon shows difference between bus and rapid transit.

was critical of the CTS purchase of 10 new cars from Pullman Standard.

Metropolitan Transit Authority of Boston is buying 75 new cars for $171,000 per unit, while CTS is paying $252,000 per car for the 10 it ordered. Mr. Anderson said the Boston cars have 64 passenger seats, representing a cost of $2670 per seat, while the CTS cars have 80 seats, or $3150 per seat.

The Cleveland system recorded a $33,000 loss for the month of July—the first losing month since the general fare increase went into effect last April first. Part of the blame for this loss was put on the Apollo 11 moon landing, which was thought to have kept many would-be riders at home on a normally busy Monday and caused many merchants to close their businesses, too, comments Al Kleinsmith of Cleveland, who sent us this information.

New Electric Publications

Badger Traction, **260 pages, 8½11", with hard covers, was published by Central Electric Railfans Assn., P.O. Box 503, Chicago, Ill. 60690, and sells for $10. This is the story of all Wisconsin ("The Badger State") electric lines except the network in and around Milwaukee, which the next CERA *Bulletin* will cover. The area written about had many separate city and interurban lines, most of them in small towns and cities. All of them (outside of Milwaukee) were abandoned even before World War II. Besides a wealth of photos, maps, rosters, and reminiscences, the book contains unusual items, such as the story of trolley tracks laid on lake ice during a winter when frozen water halted the ferries—a route that found a profitable income hauling ice—and a line with a trolley fire engine!**

The History of the Electric Locomotive, **by F.J.G. Haut, 147 pages, 8½x11", with hard covers, was published by George Allen & Unwin Ltd., London, England, and priced at 6 pounds, British currency. The book covers railroad electrifications from the start, when most of them were on a small, almost experimental scale, to the years after World War I, when coal shortages led to proof that electrifications were both cheaper and cleaner than steam. Although the book's many photos and drawings cover heavy electrifications all over the world, most emphasis is given to Europe. For ten years Mr. Haut, a consulting engineer, was assistant to the editor of *The Locomotive* magazine.**

Destination Eaglehawk, **46 pages, 6x9", with soft covers and staple binding, published in Australia, 6 shillings, is now available in North America from the Owen Davies bookshop, 1214 N. LaSalle St., Chicago, Ill. 60610. This is primarily a photo-roster with a short history of the 3 trolley systems operated in Victoria, Australia. Only 2 of them are still operating; both may be abandoned within a year. Of special interest to American fans are pix of Baldwin steam dummy locos and Brill Birney cars, the latter still running at Bendigo.**

Two new booklets have recently been produced by the Light Railway Transport League, 35 Montholme Rd., Battersea, London SW 11, England. Both are reprints of articles from *Modern Tramway* with soft-cover stapled binding. One (costing 5s., 6d. in British currency) is a 40-page illustrated history (1863-1965) of Copenhagen Tramways. The other (2 shillings) is J.H. Price's story of Prague tramcar 180 which the City of Prague gave to the museum at Crich, England. The car was restored in Prague and left for England the day before the Russian invasion of Czechoslovakia, as mentioned in our Jan. '69 department.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

R.H. Prentice, Tramway Museum Society of Victoria Ltd., 13 High St., Praham, Victoria, Australia

Birney car No. 28, decorated for the Christmas season, ran through the streets of Bendigo, Australia, in December, 1968, to advertise a local department store. The conductor wore a bright red uniform instead of the customary dark blue.

NEW LIFE FOR OLD

A YOUNG LAD would get up before dawn and go down to the Louisville & Nashville's old train shed at the foot of Canal Street in New Orleans. Here, in view of ships and steamboats on the Mississippi River, passenger trains behind loud-talking high-wheeled Pacifics would already be arriving at and leaving the wonderful old terminal. There were almost invariably large crowds and excitement to enthrall a small boy whose heart had belonged to the rails from the first moment he heard a train screaming and saw its fireball piercing the night.

The boy was Arthur E. LaSalle. This remembered moment and countless others like them sparked the early foundation for what was eventually to become the American Railroad Equipment Association.

This organization supplies authentic period railroad equipment of any size and gage to railroad museums and tourist attractions everywhere. It is a non-profit firm. Proceeds from its work go for the restoration and maintenance of its own permanent railroad collection, now displayed on its museum site in Hilliard, Fla., the *Trains of Yesterday*. Here colorful, splendid engines and coaches surviving from the more spacious and more gracious days of pioneer America are preserved and operated. The Association is unique, being the only outfit which professionally supplies original railroad equipment for other museums, collectors, scenic railroads, and tourist parks.

The founders firmly believe that locomotives and cars should be restored to the period of their design rather than their construction date. This is important. For example, if a Porter narrow-gage loco was built in 1943 but has square steam chests and Stephenson valve gear and is totally unchanged in basic design from a similar engine outshopped in 1880, then she should be restored in general appearance to the 1880 period. The A.R.E. feels that many of these later-built light locomotives are almost reproductions of their earlier sisters. Consequently, their decorations should be treated as such.

For Mr. LaSalle, president of A.R.E., history is a way of life. He was born

ENGINES AND CARS

by Michael A. Eagleson

to an old Louisiana family, the son of a sugar technologist whose work took him and his family to many parts of southern United States and even to Central and South America.

Great sugar plantations with little railroads were like a second home to Arthur. He loved to watch their trains, with gages of 24, 30, or 36 inches winding past the handsome old white-columned mansions. These were practically museums of pioneer railroading, complete with "lincolnpin" couplers and engines from such builders as Baldwin, Porter, Vulcan, Davenport, and Hicks.

After his father's untimely death, Arthur set out, at age 14, with his mother, Mrs. Rene LaSalle (later an A.R.E. board member), to preserve some of these memories. Together they traveled to different points in the country where railroad history had been made, to see and feel the nostalgia of railroading at first hand. Such famous names as Omaha, Cheyenne, Promontory, the Virginia & Truckee, and the Rio Grande's narrow-gage *San Juan* run were filed away by young Arthur for possible future use. Still only 14, using some of the inheritance his father had left him, he bought a 1910 American 0-4-0T. Later, *Maud L.*, a 1902 Baldwin, and an 1897 Porter.

On his 18th birthday, Arthur acquired the locomotive he still considers the most valuable piece of equipment he is likely ever to own, restore, or preserve. This is a Baldwin 4-4-0, No. 44. Built in 1882 for Morgan's Louisiana & Texas Railroad & Steam Ship Co., she was in an almost perfect state of preservation when Arthur and his mother discovered her in switching service at a sugar mill which had purchased her from the Southern Pacific in 1914.

In 1949, within three months after taking possession of this treasure for $2,500, they restored her at a cost of about $15,000. Shortly afterward, Arthur became associated with Clyde Barbour in historical work. The 4-4-0 was then moved for display at the Barbous home, Oaklawn Plantation.

During a family litigation over the Barbour property, when the two young men were in New Orleans consulting

Opening day at *Trains of Yesterday* museum at Hilliard, Fla., found the crowd watching No. 2 work the one-mile track on June 12, '65.

The men behind the Association have a thorough historical railroad background. Danny Gosnell (left) hands cordwood up to Frank Novak to fire up 0-4-0T No. 2. President Arthur E. La Salle (right) surveys the museum site and plans later additions.
Photographs by Lou Egner, Jacksonville Journal

their attorneys, the engine was stolen and later destroyed to cover up the theft. This became known in historical railroad circles as "The Great Locomotive Case." In 1954, the Baldwin Locomotive Works was asked to estimate the replacement value of their 1882 product. Although the original engine cost only $15,000 when built, replacement would have cost $121,330!

In 1959, John H. White of the Smithsonian Institution wanted to buy the engine for preservation in Washington, D.C., unaware of what had happened to her. Arthur never got over his loss. He and Clyde decided to form, as soon as they could, a nonprofit corporation to establish a museum where pioneer equipment could be properly guarded and cared for.

Clyde Barbour, now the A.R.E. secretary, was a child of old Louisiana plantation life. His grandfather acquired Oaklawn plantation in 1926 and restored it to a setting almost unknown today outside a Hollywood movie set. There were the bayou and his pirogue, warm rich Negro laughter from the rebuilt slave quarters, and the plantation bell, a former slave bell, which still called workers to the cane fields at 4:30 each morning.

The sugar mill and the sweet smell of cane syrup on the crisp fall air during the grinding season contributed to Clyde's early life. Most interesting of all, to Clyde, was Oaklawn's narrow-gage railroad, upon whose little engine he often hitched rides and thus developed a love for trains. He learned that railroads could be small and personable as well as great giants rushing through the night. This latter aspect appealed to many other people but not Clyde. From Arthur E. LaSalle he learned that big railroads, too, had once been not only personable but richly colored as well and glorious in golf-leaf and polished filigree. Since Clyde loved art and creating things, his friend's interest in railroading became his also.

The litigation over the destroyed 4-4-0 was finally settled to some extent by the presentation to Arthur LaSalle of the *Albert*, a 3-foot-gage engine built in 1911 for the St. John Plantation in Louisiana. Clyde and Arthur worked diligently on this project, and *Albert* was "beautifully restored"—as Ron Ziel put it in his book, *The Twilight of Steam Locomotives*—to the 1875 period, complete in every detail.

Tragedy struck the American Railroad Equipment Association in 1966

During the rebuilding of York Southern's 4-6-0 No. 1, a steam test was conducted at Murphy, N.C., in February, 1964. Unfortunately, this engine was never operated.

when a motor truck accident took the life of its secretary, Clyde Barbour. This slowed future developments and progress at *Trains of Yesterday*.

Frank Novak, a Colorado man whose father had worked for the Union Pacific, joined the Association in 1967. He and Arthur's adopted son, Danny Gosnell, now going on 19, and occasionally a few others, help to operate the Hilliard setup. The headquarters as well as living space are the executive car No. 19, which was built in 1916 as a Southern Railway official car. Later the car saw service on the Savannah & Atlanta. It's modernization includes only air-conditioning and a telephone for conducting business.

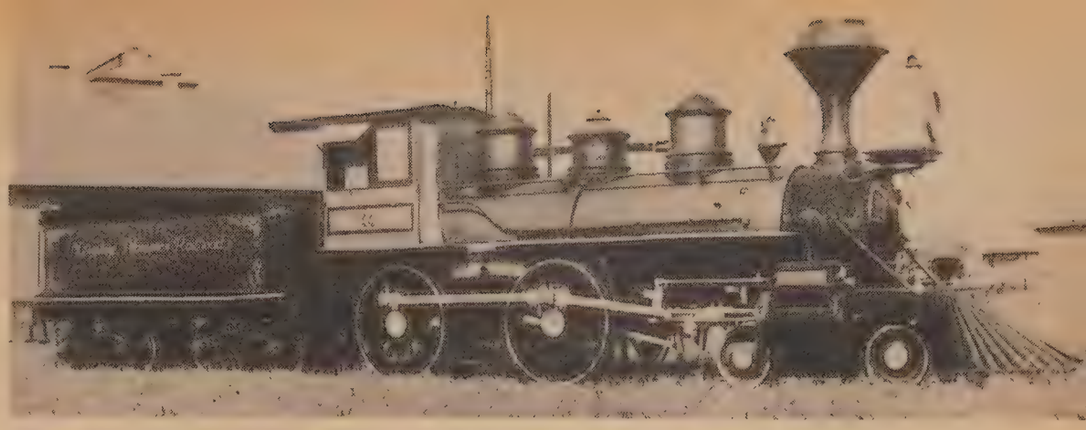
Among A.R.E.'s restorations are the following:

Albert: (2-6-0) 3-foot gage, built 1911 by Davenport for St. John Plantation, Louisiana. Moved to Cherokee Railroad in North Carolina and then leased in 1963 to the Cedar Point & Lake Erie Railroad in Sandusky, Ohio, running there today. Later sold to them.

Maud L.: (0-4-0T Forney) built in 1902 by Baldwin, restored as a 2-4-0 and leased to the Cedar Point & Lake Erie. Now sold.

Victoria: (0-4-0T Porter) which replaced Albert on the Cherokee RR. One of five narrow-gage saddletankers built for Carbon-Limestone Co. between 1942-'48 and was their No. 34. Four of these five have been returned to service by A.R.E. The Victoria was restored in only two weeks flat, being rebuilt as a tender engine with much applied brasswork. In 1964 she joined Albert on the CP&LE.

Originally located in Cherokee, N.C., the museum was moved to Hilliard in 1964 and became the *Trains of Yesterday*. The antique equipment was allowed to run on its own wheels over usually reluctant railroads because of the fine mechanical restoration record of the Association. No major problems developed, continuing the faith the railroad companies have in the group and their sound and skillful work.



Morgan's Louisiana & Texas RR. 4-4-0 No. 44, built by Baldwin in 1882, was bought and restored by Arthur La Salle. Later she was stolen and scrapped. The Smithsonian Institution, not knowing of this development, asked to preserve this rare find.

Ex-Hampton & Branchville ten-wheeler No. 32 gets a first-class shopping by the Association at Murphy, N.C., in February '64. The engine was completely stripped, and rebuilt part by part. Later, she was painted Southern green.

A mile-long standard-gage railroad, connecting with the Seaboard Coast Line, features a 62-year-old depot, which was dismantled and moved 125 miles then expertly rebuilt at Hilliard. Work yards are to the rear of the display area. Here one of the Carbon-Limestone 0-4-0T's was restored, this one for the Lakeland Development Corporation's scenic railroad in Memphis, Tennessee.

Ex-Carbon-Limestone 0-4-0T No. 33, the next Porter engine restored,

Observation car *Proteus* was built in 1904 by Jackson & Sharp (ACF) for the Wheeling & Lake Erie. It was purchased in 1961 by ARE and thoroughly restored to its past glory. The turn-of-the-century decor is very evident in the clerestory.
Photograph by Clyde Barbour

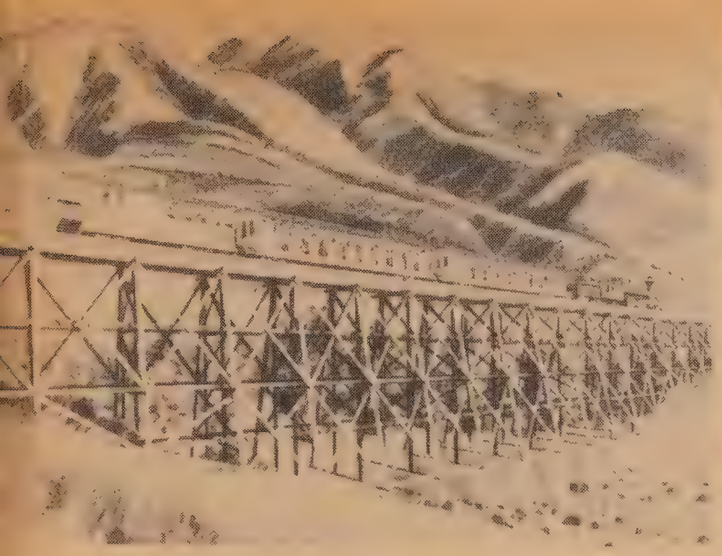
was named *Lakeland*. Another good restoration job was No. 2, a standard-gage 0-4-0T Vulcan, built in 1925 for Big Bend Coal Co. of Brazil, Ind., and later in service for Gulf Power Co. at Pensacola, Fla. This is the museum's all-purpose locomotive. She formally opened the *Trains of Yesterday* museum on June 12, 1965, with great fanfare, including a special Atlantic Coast Line train from Jacksonville. Among the hundreds of well-wishers who attended was Smiley Burdette, star of TV's *Petticoat Junction* series.

Other notable equipment includes Grand Trunk private car named *Quebec,* built in 1879; *Proteus,* a 1904 observation; an 1883 coach; No. 676, a "Jim Crow" car (twin sister of No. 665, which toured the South with the *General* a few years back); a parlor-coach from the Georgia Northern, described by Lucius Beebe in his book, *Mixed Train Daily*; a restored Georgia & Florida caboose, and two unrestored Florida East Coast cabooses. Currently under construction is a 1906 30-inch-gage Porter saddletanker from deep Louisiana.

Several times a year the *Trains of Yesterday* fire up their No. 2 (0-4-0T) and conduct an open house free of charge for railfans. The Association

Photograph by Lakeland Development Corp.

Passengers admire the locomotive *Lakeland,* an 0-4-0 built by H. K. Porter in 1942 as the Carbon Limestone Co. No. 31. She was fully rebuilt by the American Equipment Association for the scenic line of the Lakeland Development Corp. as their number one. This company, outside of Memphis, Tenn., built the odd-looking coach in their own shops, and has since served the passengers well on its 3-foot road. Note that brasswork has been added to the steam dome in this old-time restoration.



Largest and most ambitious project that the American Equipment Association ever planned is the restoration of two steam engines and the building of cars for the newly proposed Lahaina Kaanapali & Pacific RR., now under construction in Hawaii. The coaches being built are a mixture of U.S. and European design, similar to those once used in our fiftieth state.

finds this more practical than trying to restore equipment while maintaining a full operating passenger schedule.

Today, all major building and restoration is carried out not in Hilliard but in Irwin, Pa. (near Pittsburgh) in conjunction with the Keystone Light Railway Products Co., and the Harliss Specialities Corp., the actual assembling and erection being performed in the latter's own shop.

The largest locomotive partially restored by the Association was a former Hampton & Branchville 4-6-0, No. 32, rebuilt at Murphy, N.C., for a proposed steam excursion railroad called the York Southern. This new line was intended to run over the Maryland & Pennsylvania RR. out of York, Pa.

On her way to this restoration site, the ten-wheeler was badly wrecked, due to the owner not having an engine messenger on board to supervise the journey. The damage was done at Holly Springs, Ga., and necessitated more costly work than had been planned for this restoration. This large engine was relettered No. 1, and was beautifully painted in Southern Railway passenger green. After spending over $20,000 on the project, the owner had to give up his plans. The locomotive lies rusting away today in a scrap yard at York, Pa., possibly for sale but reportedly unable to be moved on her own wheels, mostly due to the Penn Central's strict rules governing the condition of locomotives moved dead, and other safety restrictions.

The major undertaking at the moment, and by far the most ambitious one that the A.R.E. has ever attempted, is the supply of two narrow-gage steam locomotives plus an entire train of three coaches and a caboose for the Lahaina-Kaanapali & Pacific RR. in Hawaii. This $1.2 million project should not only return steam to Hawaii but also re-establish passenger service to the island, early this year.

The new operation will not be just a scenic tourist road, but will actually serve a transportation need over its six-mile line, linking the great new hotel complex of Kaanapali, on the island of Maui, with the famous historical whaling port and former royal capital of Lahaina, thus becoming a major tourist attraction.

Owned and operated by the Makai Corp., the railroad will be an authentic reconstruction of an old plantation line dating from 1890 until 1966.

The credit for the vision of restoring the line, and bringing back steam railroading to the Aloha State must go to A. W. McKelvey, executive vice president of the company; Thomas Morrish, president of the new railroad, and Superintendent Jack Hoyt, former general manager of the White Pass & Yukon Route.

The line will feature two terminal stations, a high trestle, and two operating steam locomotives. One, named *Anaka*, will be restored to the 1875-85 period, the earliest in the Hawaiian islands. *Myrtle*, the other engine, also a 2-4-2, will represent the 1900-10 period. The coaches, exact duplicates of early Hawaiian equipment, will include such deluxe features as Commonwealth passenger trucks and polished mahogany wall panels.

It is to be hoped that this return of steam to our fiftieth state proves to be a successful venture. Our hats are off to A.R.E. and the others who are making this possible.

Meanwhile, the Association is offering its facilities for cultural community activities such as showing films to school classes and other groups. One example was a Christmas morning service held in one of its cars. So far as we know, it was the first Yuletide service ever held in any museum car.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 Recently in early-morning darkness in Cleveland I saw a speeding train with an unlighted locomotive headlight. What should I have done?

You should have called the dispatcher on that railroad.

2 What is a laser track inspector?

Laser devices generate electro-magnetic light waves of precise frequency. This one sweeps the railroad track with an intense illumination to locate foreign objects that may be as small as a peach stone. It is a safety device. We think it will play a vital role in the development of ultra-fast passenger trains, with speeds up to 500 miles per hour, that the U.S. Department of Transportation envisions as going into service in the late 1970's.

Trains making such high speed would, of course, require a considerable distance to stop. RCA has developed the experimental warning system with a series of laser transmitter-receivers, each stationed 3.5 feet from the roadbed and scanning 1,200 feet of track. The laser pulses are bounced back by a reflective aluminum strip on the other side of the track.

Such a system could provide complete coverage of a roadbed. If a major obstruction such as a boulder or tree trunk were to fall on the track, the laser system would instantly signal a central control. In the event that the obstacle could not be removed in time, central control would warn oncoming trains.

3 Brief history, please, of the Mistral.

Before the Japanese began operating their new Tokaido Line, *Mistrial* of the French National Railroads was the world's fastest passenger train, and one of the most luxurious. It went into service in 1950 between Paris and Nice, covering the 675 miles in 12 hours, 48 minutes. As years passed, it acquired an even faster schedule. When a completely new train replaced the original *Mistral* last February 9th, the time was cut to 9 hours, 8 minutes. One of the train's features is a gift shop. A reporter wanting to buy a certain necktie there was stopped by the price, $20. The salesgirl explained sweetly that the tie was really a bargain because it came from an exclusive Parisian shop. Besides, she said, she gave a handkerchief free with each purchase of a tie.

4 Where can I buy an old caboose?

Contact one of the railroads in your area. Since you live in the East, write to A.A. Laughlin, assistant sales agent, Penn Central Railroad, Room 399, Penn Central Station, Philadelphia, Pa., or E.J. Centsch, vice president, material management, Norfolk & Western Ry., Roanoke, Va. 24011. There is usually a waiting list for available cabooses.

5 Do any railroads hire employes under the age of 18?

None that we know of, except some railfan tourist lines that need unpaid volunteer helpers.

6 Where can I get a steam locomotive chart showing each part numbered and named?

From an old *Locomotive Cyclopedia*. This is no longer published, but copies of it may be consulted in large public libraries, university libraries, technical libraries, etc., which usually have facilities for making Xerox copies.

7 Long ago I read a poem, "Railroading in 1891," that I still remember, but vaguely. Where can I find a copy of it?

Right here, slightly revised. Howard G. Whitaker of Winter Garden, Fla., whom we consulted, says it appeared originally in *L&N Magazine* for June, 1930, written by the late Alex Anders.

When the night was dark and cold and the caller pulled us out of hay,
We have often been made to wonder just how long it was till day.
On those cold dark nights of midwinter, the year that we begun,
It required a brakie with lots of nerve to stay at his post in ninety-one.
When M. R. Day was captain of a linkey caboose and crew,
J. S. Bowcock was flagman and lantern cleaner, too;
G. S. Yonce, middle man, was Johnny on the spot;
Your humble servant, link and pin toter —they kept me hot.

We three brakies broke by hand behind the Mogul 141;
When it snowed or rained to beat the band, braking was no fun.
Eighteen miles an hour, Mack said, was fast enough to run,
Back before we had slag ballast, in the year of ninety-one.
Coupling cars from the outside now, with lift bars to protect your hand
Beats toting links and pins for an hour while snow was covering the land.
Holding trains down hill with hand brakes was then not hard to do.
We all knew when to set the brakes, because it was up to you.

When "Pap" Wilbur ran the "Irish Mail" for 118 miles
And everything went wrong at once, Pap was not all smiles.
Billie Houston flagged for Pap on this lengthy local run.
Frank Cooper did the switching, and to us it was no fun.
Sometimes we would split a switch or pull a car tongue out,
And there was always something doing when "Dad" found it out.
At times he would almost swear and out of humor be.
He'd say he did not have a man he could trust with a switch key.

Many enginemen have come and gone since back in 1891,
But these three are still here; they did not come for fun.
Here's luck to you three enginemen! May you never trouble see,
And live long to pull the fastest trains on the old C. V.
Captain Doody, our clever "con," whom any one can trust,
Came first and laid the crossties and then two streaks of rust.
Long live such men as Captain Joe, a model con is he—
May he soon get promoted and the superintendent be.

Many friends and brothers have passed us and crossed to the other shore;
May we each live right and our loved ones see, when time shall be no more.
There are many many railroad men made from the right sort of stuff
And these will hear the welcome at last; "Come up higher; it is enough!"
We still love to meet old-timers; some are true as true can be,
Among those boxcar climbers of the good old B. of R. T.
May God protect the railroad boys and keep them all from harm.
We are still claiming rest, out on the dear old farm.

Running Extra

"What size spike was used to hold 56-lb. rail in building the first transcontinental railroad?" asks Les Welsh, Weyerhaeuser, Wis. 54895.

Editor's question: Who can supply a list of all class 1 roads which have now-abandoned electrification, and between which points, and when?

"What has become of the 2400-hp

Fairbanks Morse Trainmasters of the Jersey Central?" inquires S.G. Shook, 160 Andover St., Wilkes-Barre, Pa. 18702. "Early in 1969 I saw one of them in tandem with a 1600-series. Also RC-2 hauling freight between Taylor Yard and Wilkes-Barre. The Trainmaster dwarfed the 12-wheel 1600-hp roadswitcher; they made an odd pair."

"Did any large farms or ranches ever own or lease freight cars for long periods of time?" asks J.S. Harbeck, 1416 Hampton St., Columbia, S.C.

T.R. Grosvenor, formerly of Wichita, Kan., please contact Ken Fraser, Cookshire, Que., Canada, regarding a *Running Extra* item.

"Who can supply me with a drawing or diagram of a single-point switch like those used on the oldtime electric lines?" asks Al Slater, 22 Viola St., Euclid Beach Park, Cleveland, Ohio 44110. "What feature of such switches tended to prevent a truck from going onto the siding when the switch was set for the mainline?"

Wanted by John Doland, 560-A Clyde Ave., No. 5, Calumet City, Ill. 60409: info. on Mesaba Ry., an interurban that ran between Hibbing and Gilbert, Minn., about 1913-27. He answers all mail.

"I have a small but heavy old brass bell lettered "Union R.R. Co.," writes bell-collector Doris H. Granger, Rte. 1, Box 150, Newmarket, N.H. 03857. "Could it have been used on a horsecar? Did any of the many Union Railroads in past history ever have trolley service? A bell similar to this one was used in bygone days on a New York horse car."

Notes on Steam Power

"Your Oct. department said that no constant-torque steam locomotive was ever built," writes Ken Klein, 301 Royal Ave., Rockford, Ill. 61103. "You must have meant that no such engine was ever built in America. Actually, one was built in 1937 by the Berlin Locomotive Works in Germany: a 2-8-2 weighing with tender 120.9 tons. Tender's capacity was about 6,500 U.S. gallons of water and 7 metric tons of coal.

"The engine's specifications: 4 separately-driven main driving axles, each of which was driven by a 4-cylinder, poppet-valved, single expansion, flat type motor. Each motor was directly geared to each driving axle, making the loco a 16-cylinder constant drive. All 4 power units were fully controlled by one European type wheel reverse with a boiler steam pressure of 190 lbs.

"Engine had a streamlined head with access covers that came down to about the center of the driven axles. Side panels were hinged for easy access to working parts of steam engines. Drivers were about 60" in diameter. She was used for nearly a year and a half, then scrapped. The unusual thing about her was that the accessories included a standard American type headlight mounted in center of smokebox, for the reason that the engine was practically noiseless and thus needed the headlight for warnings."

This additional data comes from George Neil, 51416 Yale East, Rosedale, N.C.: "The locomotive, operated by Deutsche Reichbahn in high-speed service and numbered 19 1001, was very successful. but World War II prevented further development."

"C. Brooks was incorrect in some of his remarks about the locomotive *Cornwall* (Oct. '69)," writes Edward H. Livesay, 1596 Midgard Ave., Victoria, B.C., Canada. "Her driving wheels were 8 ft. 10 ins., not 10 ft. The 117 mph she is said to have attained is pure fantasy. The following data is factual, taken from several publications of long ago which I have. The engine was built as an 8-wheeler (2-2-A-2) in 1847 at Crewe in shops of the then London & Birmingham Ry., the designer being Francis Trevithick, son of the famous Richard Trevithick, who, in 1804, built the first engine to run on rails at Penydarran, Wales. The fact that he was a native of Cornwall may account for the engine's name.

"As Mr. Brooks said, at first the *Cornwall* had her boiler beneath the driving axle, and her 4-axle wheelbase was rigid. She ran thus until 1858. The boiler was very complicated, the driving axle passing through a channel in the top of the barrel. The trailing axle was in a transverse tube through the firebox. Wheelbase was 16 ft., 6 inches."

Mr. Livesay tells us also that in 1858 the *Cornwall* was rebuilt by L&B engineer Ramsbottom as a 6-wheeler (2-A-2) with a simple boiler above the axle.

"Thus she became a good-looking machine," he goes on, "and ran for many years on the fast 45-minute expresses between Liverpool and Manchester. In 1902 she was withdrawn from regular train service and was attached to the mechanical engineer's coach, which she pulled for many years. At length she retired and is preserved at Crewe Works, where she was built in 1847. The 'enormous wheels' your correspondent saw in London's Transport Museum were not the *Cornwall*'s."

We said the last 4-8-2's were built about 1944 for the Canadian National and the Lehigh & Hudson River. Now Frank Orr of Londonderry, N.H., quotes Jim Shaughnessy's popular book, *The Rutland Road*, to the effect that Alco delivered four 4-8-2's to the Rutland in 1946. Builder's numbers, 74376-74379; road numbers, 90-93.

Regarding the info. on the Mississippi River & Bonne Terre in our Oct. department, Joe Hereford, Jr., 7800 Pickard Ave. N.E., Albuquerque, N.M. 87110, states: "The line's gage was 2 feet, not 3 feet. Back in 1895 it had 4 locos for sale: No. 2, 3, 4, 5, all 2-6-0's with 36" drivers. Brooks built 3 for the Utah & Northern (No. 44); No. 5 was bought new. No. 2 was a Baldwin. Who can tell me about No. 4?"

Info. on Pennsy's Q2 4-4-6-4 duplex-drive freight steam loco (built about 1942) is desired by Vincent Cozzi (age 13). 5422 Northwood Dr., Baltimore, Md. 21212.

"I have an Alco-Brooks builder's plate dated March 1913, serial number 52881," writes Robt. Smith, 712 S. 8th St., Coshocton, Ohio 43812. "Which railroad and which engine did that plate come from?"

Data on H.K. Porter locos, requested by R.R.Walton, we are told by Ron Eriksen, may be found in a mimeographed newsletter, *Locomotive Notes*, that catalogs Porter builder numbers and issues additions to *U.S. Steam Locomotive Directory*. The letter is edited by V. Koenigsberg and published by Roy Linscott, Jr., Box 341, Natick, Mass. 01760.

"Where can I get builders' photos of Climax, Heisler, Vulcan, and Porter locos?" asks Craig LaVallee, 15420 Joan, Oak Mark, Mich. 48237. "I collect models of geared engines. also pix to help me in both research and building of models."

"I need info. on the history of the Steel Co. of Canada's railway and its 24 (long since retired) steam locos," writes Colwyn G. Beynon, curator of that company's Transportation Museum, 74 W. 27th St., Hamilton 43, Ont., Canada. "I have photos of all the engines except No. 2, 3, 9, and 18. Where can I get pix of those? I also need a picture of gas-electric No. 21. I offer good reproductions of the other engines in trade."

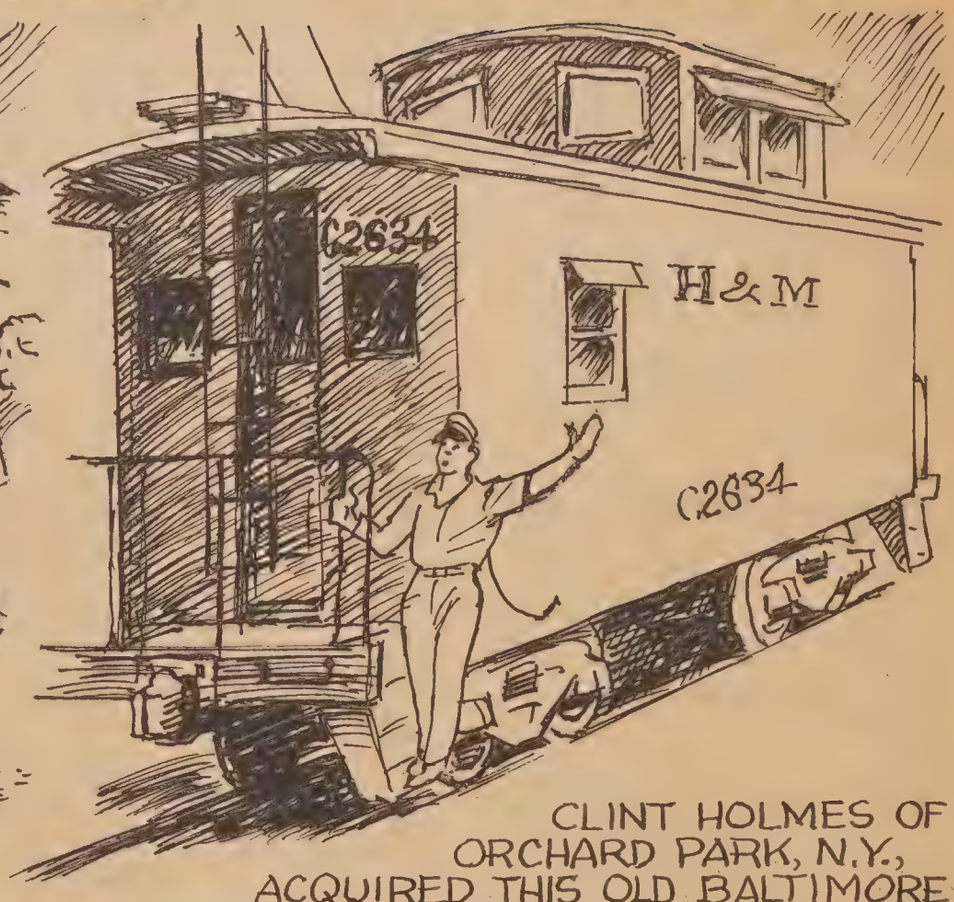
Colwyn also asks who wrote the following poem, "The Iron and the Fire," composed in 1883 for the completion of Great Western's Ontario Division between Hamilton and Windsor:

Hurrah for the straight, hard, iron road,
for the fire-horse swift and strong!
Hurrah for the ponderous chariot train
that fleetly speeds along!
The horse—the horse of our grandsires'
days, with bones and muscles strong—
And the camel tall and the elephant
could drag huge loads along;
But the iron horse from the hand of
man, impelled by mind and steam,
Whirls mountain chariots through the
air with the swiftness of a dream.
Hail, Canada, thy fame in part is shad-
owed here today
When sounds the steam car's whistle
loud 'round our commercial bay.

ALONG THE IRON PIKE

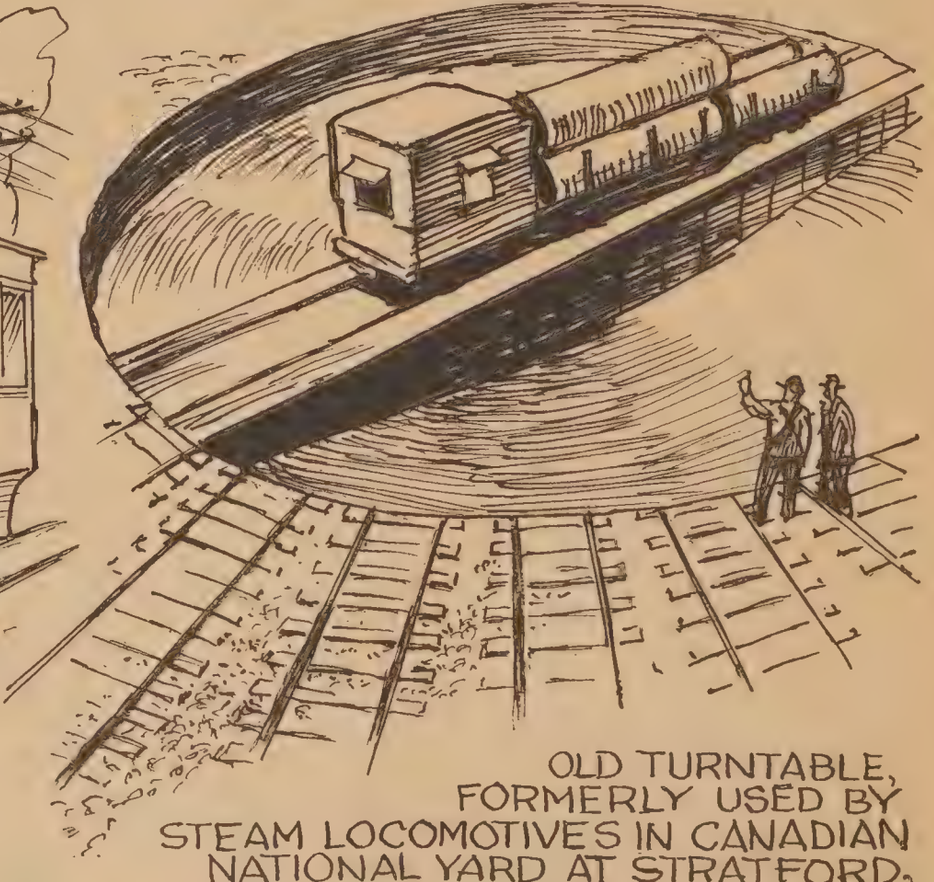
by Joe Easley

CHILDREN OF ERIE LACKAWANA EMPLOYES FORM PICKET LINE TO PROTEST AGAINST ELIMINATION OF PASSENGER SERVICE AT ELMIRA, N.Y.



CLINT HOLMES OF ORCHARD PARK, N.Y., ACQUIRED THIS OLD BALTIMORE & OHIO CABOOSE, PRICE $750.00 AND RENOVATED IT. "H&M" STANDS FOR HOLMES & MURPHY CONTRACTING CO., OF WHICH HE IS A PARTNER.

RARE VIEW OF OLDTIME OWENSBURG CITY RAILROAD CAR IN KENTUCKY. (Based on Photo by C.V. Hess)



OLD TURNTABLE, FORMERLY USED BY STEAM LOCOMOTIVES IN CANADIAN NATIONAL YARD AT STRATFORD, ONT., IS NOW USED TO MOVE CARS FOR COOPER-BESSEMER OF CANADA, LTD. (From Halifax, N.S., Chronicle-Herald).

IN SEARCH OF STEAM

with
Mike Eagleson

QUAKERTOWN & EASTERN has put its sturdy 2-8-0 No. 4 up for sale. This medium-weight Consolidation is one of the mechanically best steam locomotives running in the U.S. today. Much work has been done to the journals, boiler, and running gear to put her in top shape, with 43 months left on her ICC approved license, having received a first-class shopping in 1968. She is capable of pulling 13 coaches and a baggage car, operates on 180 psi, has 52-inch drivers, and carries 30 tons of coal and 8,000 gallons of water. Fifteen tons of coal take her about 170 miles or more. Contact Francis Ede, Ede Motor Co., Quakertown, Pa. 18951.

Canadian Pacific Royal Hudson No. 2850 at the Delson, Quebec, museum will soon be repainted. Her regal light blue and silver livery is being restored by the Canadian Railway Museum. This 4-6-4, class H-1d, pulled the Royal train across Canada in 1939 with King George VI and Queen Elizabeth. For this honor the blue scheme was selected and, with Royal decree, the class was named *Royal Hudson*. Embossed crowns were later applied to all engines of the type. (See photograph on page 15.)

Green Mountain Railroad at Bellows Falls, Vt., is now running a new steamer. Ex-Canadian Pacific 4-6-2 No. 1246 (1946 Montreal) makes the regular runs to Chester, Vt. The front end is somewhat restyled from what a G-5c should look like and the bell mount arrangement has been changed. A skirt was added to the running boards which widen in the center of the locomotive to form a panel with the famous name *F. Nelson Blount* displayed. The words *Green Moutain* are of course, on the tender, but fortunately the engine has not been renumbered. (Photograph on page 15.)

Pennsylvania RR. 4-4-2 No. 7002, now at the Strasburg Rail Road, will eventually go to the Smithsonian Institution. Long stored in the Northumberland, Pa., roundhouse, the Atlantic type journeyed to the Strasburg with several other engines for the Pennsylvania Railroad Museum. I should point out that this 4-4-2 No. 7002 is being advertised as the Atlantic which made a great speed run years ago. Actually, she is not the real 7002, but No. 8063, class E-7s, and barely resembles a true E-2 class. The Pennsy scrapped the original, and later decided they wanted her back for an historical exhibit. So, they resurrected the E-7s from a scrap yard to perpetuate the masquerade. I hope our critical followers won't be fooled.

At the Wilmington & Western in Delaware, 4-4-0 No. 98 is being overhauled in the shop for use next year with ex-CNR 2-6-0 No. 92. Doubleheaders, anyone?

Deer Island Granite Corp. in Maine recently went up for auction. Included in the sale were two 0-4-0T coal-burners and a standard-gage railroad to run them on. I don't know who owns them now, or what future plans are. He may resell them, probably only buying the company for the other property, not for the steam engines.

Another steam find is reported by John Corns, 1614 Amber Ave., S.W., North Canton, Ohio 44709. He says that three steamers are located in Ann Arbor, Mich., on Glacier Way Street: Nos. 5 and 7, ex-Ely Thomas Lumber Co. Shays, and No. 1, an 0-4-0T Porter. Also on the property are passenger cars lettered *Northwoods Railway*, spare trucks and a steam crane.

A tankless 0-4-0 saddletanker is located in Auglaize Village, outside of Defiance, Ohio. Who knows what she is doing there or who owns her?

Valley Forge Scenic Railway at Kimberton, Pa., made its last run Sept. 14th. A court decision over trackage rights against the VFSR forced owner Malcolm Ottinger to quit running his beautiful ex-Gulf Mobile & Northern 4-6-2 No. 425. One account says she is up for sale. I hope some day to see the Pacific in ICC shape for mainline fantrips.

Correction of an item in my November column: The 2-6-2 No. 18 which was sold by Fred Steck of Michigan went to Mr. Kline of Wytheville, Va., not Withville, Tenn., as I stated. Thanks, Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980, for calling our attention to this.

Laurel Mountain RR of Somerset, Pa., has a lien prohibiting operation of the handsome 2-8-0 No. 13 from the Buffalo Creek & Gauley. Coaches are stored in the B&O yards, but the Consolidation is likely to remain sitting for quite sometime unless someone comes up with enough cash.

Cass Scenic Railroad at Cass, W. Va., is currently looking for additional locomotives, especially a Climax. It is still hoping to obtain use of the Western Maryland's huge 150-ton Shay now on display at the B&O's transportation museum in Baltimore, Md. If the brute was acquired, the need for doubleheaders to Bald Knob would be virtually eliminated.

Magma Arizona's 2-6-0 No. 6, long on display in Magma, is now up for sale. Basically still intact, the Mogul could easily be put back into non-ICC shape, but more extensive boiler work must be done to run on a common carrier line. MA's 2-8-0 No. 5, out of a job because of dieselization, also is up for sale. The Vanderbilt tank on this Consolidation gives her a chunky attractive look. She is in top operating condition, having received a complete overhaul only last year.

Michael A. Eagleson, Edgemere Ave., Mt. Arlington, N.J. 07856

Quakertown & Eastern's 2-8-0 No. 4, shown leaving Bethlehem, Pa., is for sale.

PASSENGER TRAIN SURVEY

AN ATTACHE CASE and $304 in cash were given to Sister Ann Joachim, a 67-year-old Dominican nun, for her part in helping to keep the *Wabash Cannonball* operating and thus saving the jobs of 28 members of the United Transportation Union. Representatives of the union met her the other day at the Norfolk & Western station in Detroit on the *Cannonball*'s arrival from Adrian, Mich., and made the presentation.

Sister Ann, at various times a tennis champion, stunt flier and lawyer, went before the ICC last April when the N&W sought to stop the storied train.

Sister Ann is a regular commuter, riding between Detroit and Siena Heights College in Adrian, where she is chairman of the History Department. The railway claimed a half-million dollar loss on the *Cannonball*'s Detroit-St. Louis passenger run.

Telling about the appearance before the ICC last spring, Sister Ann says: "One commissioner told me that I didn't have a 'snowball's chance in hell' of keeping the train running. That remark so angered me that I bombarded the ICC with petitions and circulars supporting my cause until the ICC capitulated. It ruled that the railroad would have to keep the train going at least another year."

David Butwin writes in *Saturday Review*: "To some would-be motorists, driving in France seems as senseless as riding railroad trains in the United States . . . France has a very poor primary network of roads. . . . For a long time the Government has concentrated on making the railroads good enough so that people would be discouraged from driving."

The ICC has refused to let the Santa Fe discontinue *The Tulsan,* trains 211 and 212, between Kansas City, Mo., and Tulsa, Okla., although the railway claimed to have lost considerable money by operating *The Tulsan,* reports Robert Starbuck of K.C. As we go to press, the ICC is holding hearings on the Burlington's petition for the right to drop four passenger trains (Nos. 15-16, 35-36) between K.C. and Omaha.

Discontinuance of the *California Zephyr* on the basis of a Western Pacific petition, which the ICC has under advisement at this writing, was formally opposed by the National Association of Railroad Passengers in hearings held at various points between San Francisco and Salt Lake City. Says NARP Chairman Anthony Haswell: "The *California Zephyr* is a priceless asset to the nation and to every community it serves." WP operates the Salt Lake City-San Francisco segment of this run.

Declining passenger service and financial plight of the nation's railroads "in a large measure is of their own doing," according to Congressman James E. Hastings, a Republican of upstate New York.

"They are far from being innocent victims of changing transportation trends," he said in a statement submitted to an ICC hearing on the Erie Lackawanna's application to drop its last two long-distance passenger trains, Nos. 5 and 6, between Hoboken and Chicago.

"The role of the passenger train in the nation's future is greater, not less, and we in Congress feel very strongly about this. The arrogant indifference in the past several years to public convenience and public necessity has been shocking."

Hastings, who is a member of the House Commerce Committee, said he sympathized with the railroads' financial troubles, "but I could be a great deal more sympathetic if their conduct had been more responsible and more sensitive to the needs of the passenger. Coaches are old and dirty, schedules are uncertain and inconvenient, facilities for food and drink are at a minimum, if they exist at all."

Penn Central's *Metroliner,* which has attracted more than 400,000 passengers since its inaugural runs last Jan. 16th, has been doubled since Oct. 26th with the addition of six trips between Washington and New York. Doubling the service means six *Metroliners* operating in both directions Monday through Friday and four on week-ends. This program is being carried out by PC alone. It represents both an upgrading and an expansion of train service. The start of the *Metroliner* demonstration project, in cooperation with the U.S. Department of Transportation, will come later.

Our October issue reprinted an item from *The Cleveland Press* to the effect that Senator Ted Kennedy at Penn Station, New York, was able to get tickets on the *Metroliner* for himself, his wife, Senate Majority Leader Mike Mansfield, and Senator Charles Percy's wife after the latter two had been unable to do so.

"Such articles were inaccurate in that they failed to explain precisely what happened," comments H. C. Kohut, Penn Central vice president, passenger service. "Mrs. Percy and Senator Mansfield had requested parlor-car seats on the *Metroliner* and we were, in fact, sold out. Senator Kennedy asked for coach seats, which we had available; and subsequently the the entire party of four occupied coach accommodations."

Penn Central has been ordered to devise crowd-control plans and other safety precautions to prevent accidents such as the one in which two persons were killed at Elizabeth, N.J., some time ago as they watched the Robert F. Kennedy funeral train go by.

The orders were issued by the New Jersey Public Utilities Commission (PUC) after a lengthy investigation of the accident. Although noting that there were other contributing factors, the PUC blamed the railroad for the accident because it failed to protect the spectators adequately. The Penn Central road should have anticipated the crowd, PUC said.

More than 1,500 persons crowded the Elizabeth station on June 8, 1968, to see the train bearing the assassinated Senator's body en route to Washington for burial. As it passed through the station, a Chicago-New York train was rounding an S-curve in the opposite direction. The second train plowed into the spectators.

Erie Lackawanna has filed a complaint with the ICC charging Penn Central with lowering the standard of service of the New Haven Railroad through the Maybrook, N.Y., interchange. The New Haven was included in Penn Central on Jan. 1, 1969, with an ICC requirement that the big system maintain at least the same standards of service as prevailed on the date of inclusion.

EL is asking for $4.3 million in damages from PC and says damage amounts to $35,000 daily on traffic routed to and through the Maybrook interchange.

Passenger trains that have crossed the heart of Florida for a half-century will keep on running, the Florida Public Service Commission has ruled, denying a Seaboard Coast Line request to terminate the service because of decreasing revenues.

"Since 1929," writes Fred Grady, "19,300 passenger trains have fallen to the ax. Today, only about half the Class One railroads (about 35) still operate passenger trains.

"The railroads are more concerned with dropping trains than with methods of making them profitable. But now there is a hue and cry for Federal

subsidy for rail passenger service. I would rather see every train disappear than see a subsidy program. A free-enterprise system is the foundation of all other freedoms."

Use of railroads for passenger trips of 200 to 600 miles could give faster service than is now available by air and would relieve airport and highway congestion, according to Prof. William W. Hay of the College of Engineering, University of Illinois at Urbana-Champaign. He says that service from the heart of one city to the heart of another would be faster than the time now required to go to an airport, fly, and come back into a city.

"Public expenditures for expansion of airports and highways could thus be cut," he adds. "Popularity of the *Metroliner* indicates that such service elsewhere may well be profitable; but if it cannot at least break even—or until it can—the Federal Government should pay the difference to maintain rail passenger service for those who want it."

Through runs between Philadelphia and seashore resorts in southern New Jersey ended October first, laments Norman R. Seidelbaum of Pennsauken, N.J. Under terms of a subsidy agreement with the State of New Jersey, Penn Central and the Pennsylvania-Reading Seashore Lines must renovate their equipment and improve schedules. However, trips now terminate at Lindenwold, N.J., end of the high-speed trolley line to Philadelphia. This leaves but two commuter runs between Camden and Millville. Long ago, the Reading, Pennsy, and later P-RSL operated as many as 12 ferries between Philadelphia and Camden, while on summer week-ends from 12 to 14 trains ran to the shore on 4-minute headways.

Readers who desire to retain and improve what is left of our rail passenger service should (1) join the National Association of Railroad Passengers, a non-profit group, with members in every state in the U.S. as well as overseas; Anthony Haswell, national chairman, 41 Ivy St., S.E., Washington, D.C. 20003, and (2) support *Passenger Train Journal*, edited by Kevin McKinney, 3019 Bobolink Rd., Flossmoor, Ill. 60422. The *Journal* is an illustrated 32-page magazine, 8¼x 10¾", printed on good paper, containing news and articles about passenger trains in North America, issued quarterly at $1 a copy, $4 a year.

A new plan for transporting the family automobile by rail, for people moving from Eastern cities to the West Coast, is announced by the Chesapeake & Ohio-Baltimore & Ohio. This service, known as Auto-Trans, is expected to have wide appeal for large business corporations, with cross-country chains of plants and offices, whose costs for moving personnel great distances are skyrocketing.

Initially, the service is being offered in the East at New York, Philadelphia, Baltimore, and Washington, and to the West Coast cities of Los Angeles and San Francisco; later it may be extended to other cities.

For a decade or so, the railroads have been telling anyone who would listen that railroad passenger service in the U.S. is dying. Now the moment of death is almost predictable, James E. Clayton writes in the *Halifax* (N.S.) *Chronicle-Herald*.

He thinks that it will come, except for commuter trains and perhaps those in two or three densely populated corridors, certainly within ten years, probably within five years—unless the railroads or the Federal Government change present policies.

In retrospect, it is possible to pick the time at which U.S. passenger trains went into this, their final, throes. It was December, 1966, when the Stanford Research Institute told the Southern Pacific it could not find an economically sound base for railroad passenger service in the West. The Institute recommended that Western roads which had not already given up on passenger service adopt a deficit reduction policy, a policy which would lead inevitably to death.

American railroads took that report to heart. Confronted with it, those railroad executives who had contended that there was a future for the intercity passenger train found the task of justifying passenger traffic deficits to their stockholders almost impossible.

Added to it was the decision of the Post Office Department to remove railway post office cars from service.

In 1966, for example, U.S. passenger trains travelled 164.3 million miles. In 1968, the total was 124.—a drop of 24 percent.

Only about 5 percent of America's railroad revenues come from passenger service; and the profit on freight more than wipes out the passenger deficit.

Nevertheless, the situation today raise two serious questions that only Congress can answer.

Is railroad passenger service worth continuing outside of corridors, like Washington-New York?

If it is, how can it be saved from imminent death? ●

Boston & Maine passenger train service has gone down badly since these days.

HELPER TROUBLE

fiction story
by Andrew Goobeck

THE CLOCK on the brownstone tower of Rockville depot was just booming eleven as Jimmie Conrad reached the corner of Railroad Avenue and Commercial Street. He crossed to the farther side and shoved open the swinging doors of Union Central Hotel.

It took the young fireman a moment to adjust his eyes to the blotches of bright light swimming in tobacco smoke above the bar. Over in one corner, he saw big "Rapper" Kelly, the object of his search, surveying an empty glass with melancholy satisfaction.

Plainly, the veteran hogger had eliminated any danger of his crownsheet going dry for many hours to come. Jimmie knew why. You couldn't kick the props out from under an amiable, hell-roaring engineman like Rapper and expect him not to swing the full length of the pendulum.

That deal at Allegheny had hurt—hurt plenty. Sure, Rapper had been at fault: passing a red board to set out a couple of boxcars on a siding, rather than to run the risk of stalling on wet rail a quarter-mile back. The super might have been right, too, in laying him off for thirty days and stacking a formidable array of brownies against his record.

But Rapper had taken it hard. Even his reinstatement, two days before, hadn't dulled the edge of his resentment. Because there wasn't a vicious fibre in his makeup, his indignation had taken the form of a to-hell-with-it-all attitude. His bender began when he was well back on the call list, but should have blown off harmlessly enough. Then fate and a couple of Mallets stepped in.

The compounds were being used in helper service on the Bald Ridge gradient east of Rockville. Nobody could have foreseen that they would break down almost simultaneously, making it necessary to send out a flock of light

pushers to handle two junk trains and a brace of hotshots.

That was how the extra board had come to be cleaned so quickly and why Jimmie could see only trouble ahead as he laid a hand on Kelly's arm.

"Listen, Rapper," he said, "we're in a bad fix, you and me." He outlined the set-up. "Right now," he concluded, "we're first on the list and the chief caller has us down for Number 13's helper. So for the love of Mike, cut out the hard stuff and get a few minutes' rest. We leave inside an hour."

Rapper had just enough sense left to register concern. "Listen, Jimmie, I've always been your friend, haven't I?"

The fireman's face flushed. It was hardly the place for this kind of talk, but he said evenly: "Always, Rapper. I'll never forget that you were firing for my dad when his engine turned over, and how you got those scars on your hands and arms and face, trying to drag him out. Or—or what you've done for mother and me. I wouldn't be drawing a fireman's wages today but for your coaching."

Rapper beamed, "Good boy, Jimmie! And now I'm asking one small favor in return. Go over and give that caller a ring. Tell him I'm sick."

"I've tried it, already," said Jimmie, "because I had a pretty good notion where you were. But it didn't work. The Mountain Division can't spare a man, and in three hours we're due to leave the roundhouse."

Rapper groaned.

"Now you listen to me," the tallow-pot went on. "You go upstairs and grab a couple of hours of hay. Meanwhile, I'll change my clothes, skin over to the engine as fast as I can make it, fill the lubricator and rod cups, and oil around. I'll have everything ready when it's time to leave."

"All right," said Rapper solemnly. "I'll be there at one-fifty. That's thirty minutes before train-time."

With a quick look over his shoulder, Jimmie left the Union Central. Whereupon, Rapper wiped his mouth and ordered another drink.

FIRING a coalburning locomotive in those days was a man's job. Mechanical stokers were still in their experimental stage. Turbo-generators and electric headlights were being tried out on a few roads, but very few enginemen at that time dreamed of enjoying such luxuries.

Hoggers and firemen had to prepare their own engines. The latter drew all supplies: grease for the rod-cups and valve-oil for the lubricators. The engineer, in turn, oiled the valve motion, guides, crossheads, shoes, and wedges.

Jimmie realized what was ahead of him. At 12:20 a.m.—two hours before leaving time—he was busily engaged in filling the lights. He wondered if Rapper had followed his advice and gone to bed. An ominous feeling bothered him. Something would happen before the night was done.

But there was a lot of work to be handled and Jimmie's thoughts necessarily turned to the locomotive he was getting ready. The *2237*, a heavy Pacific, was regularly assigned to the Western Division on *Number 19*, a local milk train east; and *Number 80*, perishable fast freight west.

This splendid engine had been in the roundhouse for several days, undergoing repairs which demanded breaking in, before it was safe to dispatch her on regular runs. She was a fast-stepper. She handled a train well, rated as a free-steamer, and was so highly thought of by Bull Johnson and Hank Smiley, her regular crew, that they kept her shining from pilot-beam to rear tank bumper.

After taking care of the lights, Jimmie fixed his fire and turned his attention to Rapper's work. The lubricator was empty and half the grease plugs were missing. There were no oil cups on the guides, no swabs on the pistons of the air-compressors—and one of the truck wheels needed a brakeshoe.

Those damned roundhouse mechanics had lived up to their customary habits. It was easier to rob an engine undergoing repairs than to drop around to the storehouse for new parts.

At 1.45 the 2237 was ready. Jimmie had gone over her well. The air pumps were turned on. Brakes worked perfectly. Every accessory had been tested. All that was missing now were a few tons of coal.

Jimmy thought about running the locomotive out to the pockets and filling the tank, but hesitated on account of Rapper's absence. Looking at his watch, he decided to sneak over to the hotel and see how the hogger was making out. It wouldn't take five minutes via the tunnel underneath the yards.

In thirty-five minutes they were supposed to leave the water crane. With a quick glance at his fire, and another at the water level in the boiler, Jimmie slid down the handrail and walked out through the roundhouse doors into the deep shadows of a starless night.

In a few minutes he was peering through the doors of the Union Central. Luck was with him; the lobby was deserted. Walking into the bar-room, he stopped suddenly.

The sight of Rapper Kelly sprawled over a table asleep was almost too much for the young fireman. It was too late to call for another engineer. Besides, no extra men were available anyhow.

What could he do? If he reported the situation, it meant that Rapper was done for, discharged without hope of ever running another locomotive. There seemed no alternative but to wake the sleeping man and drag him over to his engine—even at the risk of being seen by someone who would make a report. In that case, they were both through.

Without hesitation, Jimmie walked over to Rapper, yanking the chair out from under him and dumping him to the floor. The result fell short of expectations. Rapper simply grunted, rolled over on one side, and continued to snore.

A large glass of cold water, dashed into his face, finally brought him around.

"All right! All right" he growled. "Don't worry about me, Jimmie, I'm only tired and sleepy."

ORDERING Rapper to slip into his overalls, Jimmie was pleased to note little indication of staggering. The two enginemen passed out through the back door and walked silently over to the roundhouse. The 2237 was in a stall near a small entrance and, luckily, not a soul stood near her.

The big engineer climbed into the cab. "Thanks, Jimmie," he said, "I see you've got her ready."

"Yes; lubricator, rod-cups, air pump, crown-sheet. They're all okay. You get over on my side now and keep out of sight. I'll take her down to the crane and over to the station."

"Hadn't we better fill up with coal?"

Jimmie shook his head as he whistled for the turntable. "There's plenty within reach for one trip up the mountain."

At that moment the large doors back of the 2237 were swung open. A circular arc, scribed by the lantern of the table operator, signalled that the bridge was lined up and the derail thrown.

Three short whistle toots split the air as the big Pacific moved slowly to the balancing point, paused briefly, and then crawled down the out-going track to the water crane.

Jimmie filled her up and, while he was scrambling into the cab again, noted that Rapper was dozing in his seat. *Might as well let him sleep,* he thought, as he backed the 2237, over a maze of switches to where Number 13's engine, the 2804, was standing on the station siding.

In the clear, with fifteen feet separating the two locomotives, the fireman eased the Pacific to a stop. Then, picking up a new bell-rope he had drawn from the supply room, he jumped down from the cab and tied one end of it to the lift-lever pin on the coupler of the tender. Mounting the rear tank ladder, he buried the other extremity in the coal.

This done, Jimmie went back into the cab. He shut off the injector, added a few scoops of coal to the fire and leaving the engine for a moment, walked down to the 2804. There he greeted hogger "Baldy" Davis and Marty Snyder, his fireman.

"How's 13?" he asked.

"Right on time," grinned Baldy. "Dispatcher say's she's got three extra cars tonight, so you better tell Rapper to widen out with the 2237."

"Thanks," said Jimmie. "Rapper needs no instructions from you. Better dig a couple of new notches for the throttle on this scrap-heap so he won't pull your front coupler out."

Baldy's face turned pink.

"What do you mean, 'scrap heap'?" he exploded. "The 2804 is the best engine on the Mountain Division."

Jimmy chuckled. "You've got a chance to prove it, tonight."

Two long and two short sonorous blasts from a deep-toned chime whistle warned them, directly, that Number 13 was whistling for the crossing about a half-mile west of the station.

Back in his own engine, Jimmie glanced at Rapper. He reached over to shake him, but changed his mind. Instead, he turned on the injector, seated himself on the right-hand side, and prepared to follow 2804 when she backed into the train.

THE ENGINEERS who surveyed and laid out the right-of-way for the Mountain Division had been given no alternative in their selection of a route to the east of Rockville. Bald Range presented an impediment too broad to tunnel. For fifteen miles the double-tracked line made a daring frontal attack on its canyon-scarred slopes, employing a gradient that increased from one percent as it left the canyon floor to nearly two percent at the wind-torn summit.

Although automatic signals had been installed on other lines, the Mountain Division was still being operated under the manual block system. There were only three towers on the grade. The first of these, RS, stood just outside the yard limits; the second, MO, halfway up the mountain, where a siding was located for the convenience of freight trains in danger of stabbing a limited; and the third, ST, at the top of the hill.

Maintenance crews had been busy for some time laying new and heavier rails on both the east- and west-bound tracks. Already, they'd reached the top and were working on the other side of the mountain. Lengths were bonded as fast as they were spiked in place. Automatic signals were to be installed as soon as the track work was completed.

The interlocking plant at ST controlled crossover movements, an eastbound passing siding, and what was known as a pusher switch. The latter was a short stretch of track laid at a twenty-degree angle to the right of the main, with the ends of the rails protruding over the edge of a thirty-five foot embankment.

For the past two weeks, the maintenance department had been using the siding to park four camp cars housing extra section crews engaged in laying the new rail. Engines in helper service were always switched into this track after being uncoupled from the heads of trains.

This operation, necessitated by state laws which forbade the pushing of passenger trains, was carried out in a rapid and simple manner.

Just before the summit was reached, the helper's fireman went back to the rear of the tender. Upon receiving a whistle signal from the regular engine, he cut off his own locomotive by pulling the rope tied to the lift-lever pin on the coupler.

The engineer of the helper had to cooperate at the right moment by shutting off the throttle to furnish slack. Then the hogger would race at top speed to the summit, where the switches were all lined up for the siding. If everything clicked, as it usually did, the green block would be waiting for the passenger train when it reached ST, a few moments after the helper was in the clear.

Because the uncoupling procedure generally took place in a deep cut, the fireman was required to stay on the back of the tender, ready to flag the train behind him in the event of a red ball at the tower.

Naturally, the helper engine's speed had to be reduced to about fifteen miles per hour while taking the crossover leaving the main.

In the night it was a thrilling experience to stand on the back of a jouncing tender, giving the cut-off signal with both red and white lanterns, watching the reflections of light from a half-latched firebox door play on the walls of the notch, and listening to the rapidly increasing staccato of the helper as it raced away from the laboring exhaust of the regular engine.

WITH brakes squealing Number 13 pulled into Rockville right on the advertised. Jimmie watched while the 2888 was being cut from the train. He noted that the marker lamps on the rear car seemed an unusual distance away. *Looks like we've got a tough job ahead of us,* he muttered to himself, as he followed the 2804 over the crossover and coupled up to her pilot drawbar.

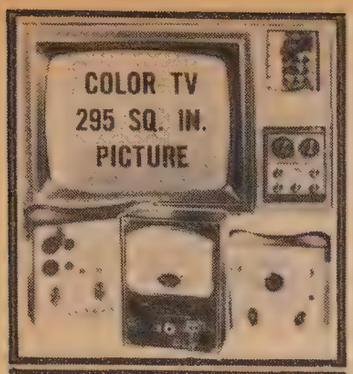
While the air was being tested, the tallowpot shut off the injector and covered the fire with half a dozen extra scoopfuls for each back corner. Then he sat down behind the throttle just in time to hear two harsh peeps from the rear engine's cab whistle, which were echoed immediately by two mightier blasts—orders from Baldy Davis to hit the ball and get out of town.

Easing out the throttle gently, Jimmie Conrad could see the advance signal of RS, over a mile away. It was green.

Fanned by a medium exhaust, the fire in 2237 quickly raised the boiler pressure to the blow-off point. Turning on the injector and setting the water valve to boiler-feed-minimum, Jimmie saw they had passed the last green indication within the yard limits. By that time Baldy had the 2804 barking like a cannon and his repeated two shorts meant that he expected Rapper to follow suit.

It meant, too, getting down on the deck and heaving the old bituminous. At the same time, Jimmie would have to keep an eye on the rails for a possible emergency flag. Aside from this, there was nothing to worry about, except whistling for a couple of grade crossings, until they reached MO tower, halfway up the hill.

Despite the heavy train of fourteen



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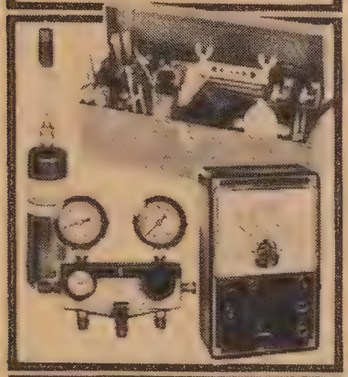

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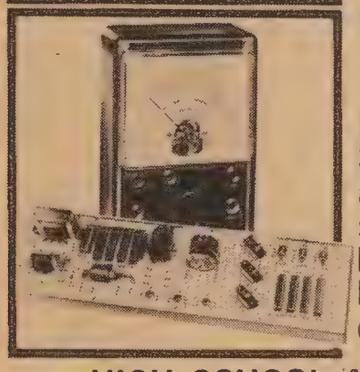

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Ontario Northland Railway

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
1200-1202	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
1203	1000	MCGE	S4	B-B	57,500	230,000	1950	
1300-1301	1500	Alco-GE	RS-2	B-B	62,000	248,000	1949	
1302-1303	1500	MCGE	RS-2	B-B	62,000	248,000	1950	1
1304-1307	1600	MCGE	RS-3	B-B	62,000	248,000	1951	1
1308-1311	1600	MCGE	RS-3	B-B	62,000	248,000	1951	
1400-1401	1600	MLW	RS-10	B-B	57,325	229,300	1955	
1402-1403	1600	MLW	RS-10	B-B	57,325	229,300	1957	
1500-1505	1500	GMD	FP7A	B-B	64,500	258,000	1951	
1506-1513	1500	GMD	FP7A	B-B	64,500	258,000	1952	1
1514-1521	1500	GMD	FP7A	B-B	64,500	258,000	1953	1
1600-1601	1750	GMD	GP9	B-B	64,500	258,000	1956	
1602-1605	1750	GMD	GP9	B-B	64,500	258,000	1957	

This roster is based on data from ON's chief mechanical officer and is accurate as of March 17, 1969. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; MCGE, Montreal Locomotive Works-Canadian General Electric; MLW, Montreal Locomotive Works; GMD, General Motors Diesels Limited. (1) The following units were scrapped: 1302-1304, 1506, 1516.

cars, the 2237 and the 2804 had no trouble in maintaining scheduled speed. Both engines were being patted on the backs in no uncertain manner. The helper was steaming well. After increasing the boiler feed to compensate for a slight loss in water-level, Jimmie stole a quick glance from the cab window.

About a mile ahead he could see the green home-signal of the tower. To the right were two more green lights—the sides of the markers on the rear pusher of a freight in the siding. From past experience, Jimmie figured that the pusher crews would be somewhere on the track near their engines, ready to wave a cheery greeting as the passenger train throbbed by. The light from the tower made it possible to distinguish, for one brief instant, the crew of a helper as it passed.

"Got to get Rapper over to the right-hand side," Jimmie decided.

Stepping across to the tank-box, he grabbed the drinking can and, for the second time that night, dashed water into the hogger's face.

"Come on, Rapper," he snapped, "pull yourself together. We're on the head-end of 13—and almost to MO. Climb in behind the throttle and give us the old eagle-eye effect."

"Sure—sure," growled the old soak as he wiped the water from his face.

In a little over a minute they had thundered past the tower, and in another, Papper was asleep again.

By this time Number 13 had reached the steepest part of the grade. Baldy was having a little trouble with slipping drivers. As the speed deceased to about twenty miles an hour, Jimmie Conrad jumped over to the right-hand side, dropped the Johnson bar another notch, and adjusted the throttle.

Three miles from the summit, he woke Rapper again. This time he told the engineer he'd have to stay awake.

"In a few minutes," he said, "I've got to go back and cut away from 13. I've done your work all night. Now get yourself in the clear and give me a lift."

Rapper smiled. "All right, Jimmie."

He got up slowly, made a pretense of looking at the lubricator, tried the gage cocks, glanced at the pressure gages and sat down again, in a position which Jimmie felt was too comfortable.

DIRECTLY, two sonorous blasts of the 2804's whistle signalled that Baldy figured he could pull his train over the summit without further aid from the helper.

With a quick glance at Rapper to make sure he was awake the fireman grabbed his red and white lanterns and scrambled over the coal to the rear of the tender. Getting a firm hold on the rope tied to the lift-lever pin, he held the lanterns high above his head.

Rapper eased the throttle shut. When the slack ran in, Jimmie pulled the rope and waved a highball. At once the pace of the 2237 quickened and she went racing toward the summit.

Jimmie set the lanterns down on the manhole-cover plate and leaned back against the coal. By the aid of the light coming from the slightly opened butterfly door, he noted that Rapper was seated and apparently had his head out of the cab window. In the distance could be seen the red eye of the ST home signal and the green of the dwarf semaphore which indicated that Marty Foley, the operator, had the iron lined up for the pusher switch.

The 2237 was now making over forty miles per hour and her speed was increasing with every turn of the drivers. As they drew closer and closer to the signal, Jimmie wondered why Rapper didn't slow down for the crossover.

"Good God!" he gaped. "Has he fallen asleep again?"

The exhaust of the 2237 reverberated through the narrow cut. What

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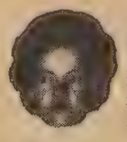

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Richard Feleay, Topeka, Kansas

My only regret is that I did not get started in this field ten years ago.
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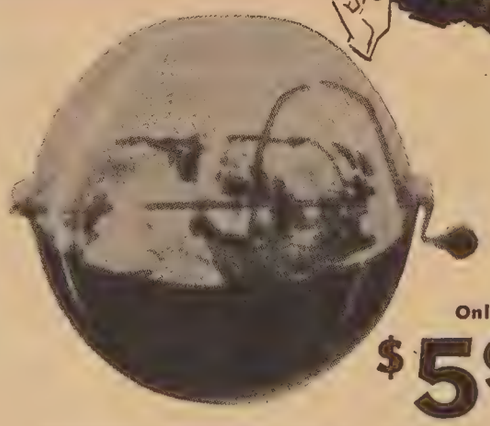

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might happen flashed through Jimmie's mind in a fraction of a second. The picture of their engine lying on her side or, if they made the crossover, the collision of the camp cars; the prospect of Rapper and himself pinned under the wreckage—no, he wouldn't jump.

Instead, he made a wild dive down the coal pile, scrambling on hands and knees over the deck-plates to the boiler-head. With a sweep of his left hand he put the automatic brake over the big hole and opened the sand-valve, just as the 2237 hit the crossover.

The engine lurched—swayed dangerously for one second—then settled back on the rails. The tallowpot sighed.

He scrambled to his feet and shut off the throttle. At the same time he braced himself for an expected crash with the camp-cars. But it didn't come. Instead, the wheels ground to a stop.

Jimmie grabbed a torch, lit it in the firebox. Sliding down the handrails, he walked to the front of the engine.

There he halted in amazement. The 2237's pilot was only two feet from the end of the rails, on the edge of the embankment!

It was incredulous—a miracle. For some time during the previous twenty-four hours, the camp-cars had been moved—probably to the sawmill siding a couple of miles beyond.

Thoughtfully, Jimmie walked to the back of the tank and climbed the hand ladder to get his lanterns. The white one was lying on its side; the other had disappeared.

Number 13 broke over the hill. Baldy Davis acknowledged his appreciation of the assistance up the mountain by a couple of short toots of the whistle.

Jimmie waved his torch, slid down the coal to the deck, and shut off the injector. Then he kicked Rapper's legs out of the way of the reverse lever and backed the 2237 to within ten feet of the dwarf semaphore. It was evident that Number 8, the westbound limited, was on time, and he'd have to wait until she passed, before backing down.

Grabbing the white lantern and torch, he again hit the cinders. He thought of walking to the crossover, but that might involve a conversation with the tower operator. Marty Foley was an old crab who would have a lot to say about the speed at which they had gone into the siding.

So he went around to the head end of the engine, lit the lamps on the pilot, and sat down on a pile of ties for a few minutes of well-deserved rest. He had repaid in part his debt to the old engineer, Rapper Kelly. ●

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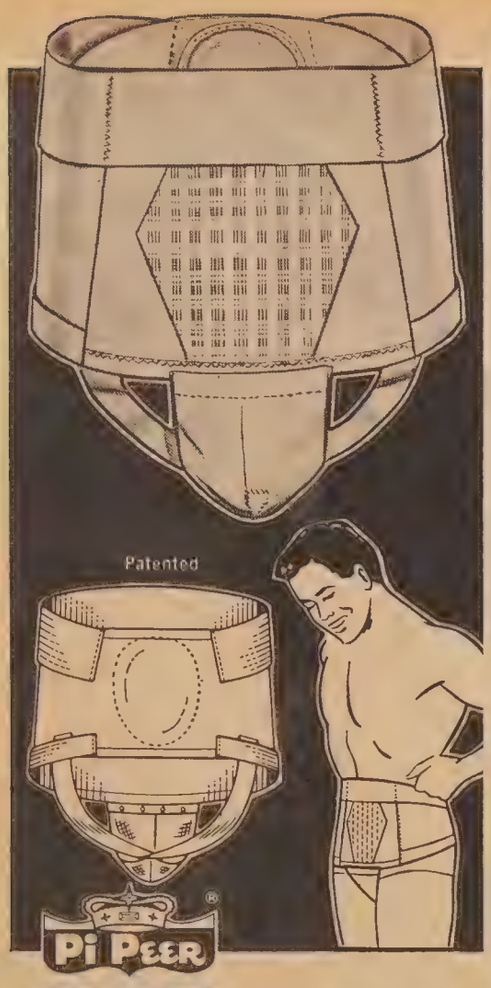

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HOBBY CLUB

conducted by Sy Reich

WABASH CANNONBALL is the topic under research by Charles L. Emerson, P.O. Box 309, Roseburg, Ore. 97470. He needs photos, information and lore on this famous train in the steam days for the historical account he is writing.

An 83-foot open platform observation car, formerly a Penn Central business car, has been purchased by Tom Michels, 3894 North 41st., Milwaukee, Wis. 53216, who is looking for a suitable drumhead light for the rear platform, and dining-car silver service and linens. Who can help?

Baltimore & Ohio Society of the Royal Blue is a new club dedicated to collecting and preserving B&O historical material as well as operating fantrips. They are seeking new memberships. Contact Joseph H. Shaffer Jr., 128 W. Albemarle Ave., Lansdowne, Pa. 19050.

A follow-up on the enthusiasm that attended the *Flying Scotsman*'s recent visit to the U.S., a special commemorative cover is available for railfan and philatelic followers. A handsome envelope with the Gresley 4-6-2 printed in three colors, plus a British stamp, hand-cancelled at Liverpool on Sept. 19, 1969, the date the loco left England for the U.S., is available for $1. Write Arlington Supplies, 291 Green Lanes, Palmers Green, London, N. 13, England.

"While serving in U.S. Air Force in 1942 I saw freight motors in Biloxi, Miss., switching in back bay area and some abandoned trackage over which I understand an interurban operated with Birneys long ago between Biloxi and Gulfport," writes Harry Lyzott, 2529 Webb St., Indianapolis, Ind. 46225. "Info. and pix of that operation would be helpful." (Ed. note: Your signature is hard to read. Is "Lyzott" correct?)

Cab sound recordings of famous steam locos are available in 90-minute Cassette tapes from T. Harrill, Charlotte, N.C. 28200. Among those engines recorded are CB&Q No. 4960 and 5632, D&NE No. 14 and 27, ex-FEC No. 3306 (N de M), N&W Nos. 2142, 2174, 2156, GTW No. 6320, and RDG No. 2124. All are well recorded, with a money back guarantee.

Wayner Publications is interested in doing a book on alltime index of factual material, including rosters, in both

Locomotive built by Daniel A. Culp

Railroad Magazine and *Trains* combined. Writer Bob Wayner wants to know if there would be much reader interest in such a listing. Contact him at Box 871, Ansonia Station, New York, N.Y.

Anyone interested in getting Xerox copies of articles from any back copy of *Railroad Magazine* or *Trains* can do so by writing and stating your wants to J. Egan, 10 Reynolds Rd., Glen Ridge, N.J. 07028. He is asking 25 cents per page for the copy plus postage for returning the pages. Write him and state wants, including a stamped addressed envelope for reply.

One man's answer to a beautiful locomotive was solved by Daniel A. Culp, 1249 Bockius Ave., Abington, Pa. 19001. Taking all the characteristics in locomotive design that he admired, he scratch-built his own engine. Being a journeyman tool- and die-maker, he

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came into work early each morning for years, cutting his own parts on his own time. The finished locomotive is quite pleasing, and definitely reflects the Reading Co., which he admires. The engine is a good steamer, and Dan has since built cars and an extensive on-the-ground track work. (See photograph.)

Keighley & Worth Valley Railway Preservation Society, at Haworth Station, Keighley, Yorkshire, England, is offering two well-illustrated booklets on their museum and its operating equipment. Many pictures are in color in the *Worth Valley Guide,* while their 1969 *Stockbook* is full of photos and information on the museum's displays. Send $1 to the Society's Sales Department for both. ●

***Flying Scotsman*, on recent U.S. tour, waits for green board to cross river to New London, Conn. Our March issue will have an illustrated feature on the trip.**

Edwill H. Brown, 402 West Main St., Norwich, Conn. 06360

E.S. McKeown, 101 Maple Ave., Westfield, N.J.
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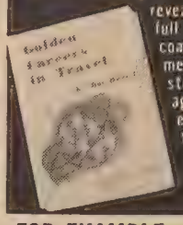

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"Twice the Canadian National offered me the job of traveling fireman and both times I refused it," recalls P. C. Jarvis. "Fighting leaky engines, thawing out frozen ashpans and crawling under them to hoe them out was quite enough for me. The fireman had to shovel coal ahead after he'd burned about three tons in-between fires and had to help coal up the engine when she needed fuel. We had wooden coalboards, no gates, oil lights, and rang the bell by hand. We worked from 16 to 30 hours one way (I have put in up to 52 hours one way). If we didn't have enough food in our dinner pails, we just didn't eat, for not many eating-places were available then. There were, of course, a few hash houses where we could get meals costing 15 or 25 cents. A 50-cent meal was too high-priced."

SID RUSSELL, special agent for the Rock Island for many years, recalls that one of his early assignments was to ride a train on the run from Memphis west to Arizona to watch out for cigarette robberies.

"Thieves would crawl atop a train and let themselves down on a rope ladder," he says. "They'd round up whatever they wanted and kick it out at a pre-arranged railroad crossing where a confederate would pick it up."

When the Depression of 1929 came along the hobo population changed. "Women and children were among the hoboes, then," Russell recalls. "We got so we'd round them up and find how many were going to a certain place. Then, we'd herd them all in one freight car. Usually there was a keg of drinking water in the corner."

After the depression the line quit bothering with hoboes. For one thing they thinned out as hitch-hiking became a quicker and more practical way of getting where they wanted to go."

Railroad bulls then began concentrating more on preventing thefts from yards. Locomotives speeded up schedules until hopping a freight became a little less than suicide. Long ago, a railroad bum could count on hopping aboard as a freight labored up a hill. That opportunity was erased by the newer more powerful locomotives.

"We don't pay any attention to bums any more except to keep them from loitering in the yards," Russell says. "We shoo them off to the highways.

"Back in steam days a hogger didn't draw a locomotive from a pool. He was assigned a special engine and he took pride in keeping her in good running condition.

"When the train stopped, you'd see him climb down from the cab with that long-spouted oil can and oil the slides, fill the oil cups, and screw down the hard grease cups a few turns. At night he carried an oil torch that burned with a yellow smoky flame.

"If a bar connecting the drive wheels became loose he'd take a hammer and drive the steel wedge in to tighten the bearing. The fireman had an oil lamp beside the water gage. If he failed to watch it until the water line got too low it was time to jump." ●

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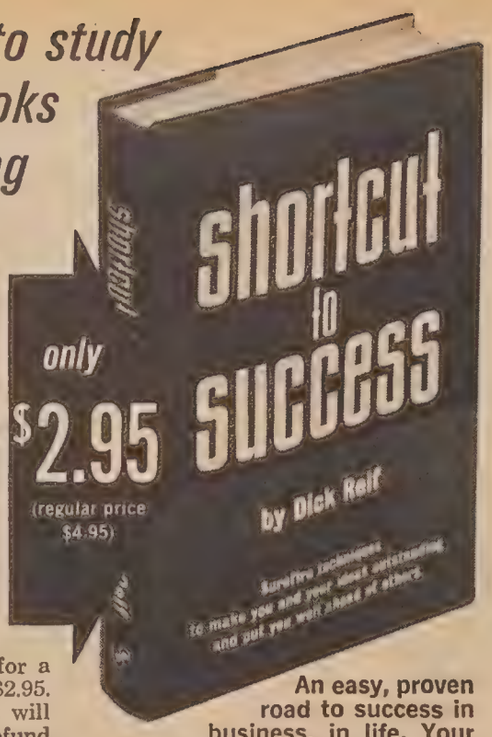

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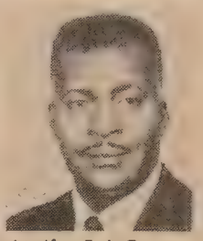

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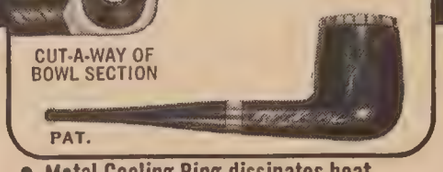

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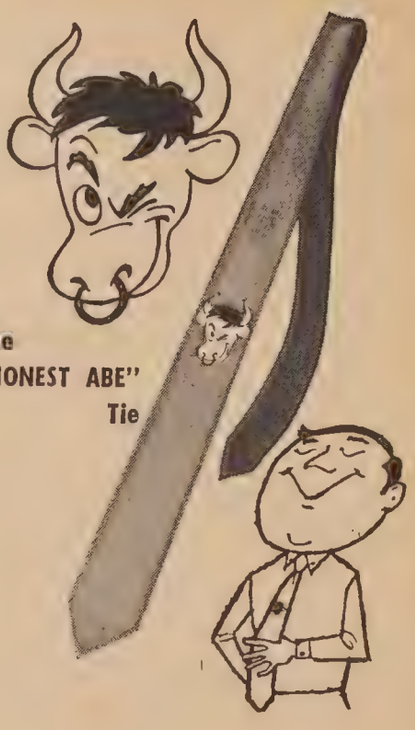

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"Son of a Bitch, Ya Pulled Out a Drawbar"

by Peter Josserand

THE man who makes no mistakes, does nothing. However, in a railroad operating department, major errors are few and far between—largely because rigid adherence to the rules covering every phase of train operation is necessary for a man to keep his job.

Statistics show that really serious "boneheads" are usually caused by men with long service records, and result from a partial contempt of the rules or pure carelessness. Some major slip-ups are tragic; others only to the extent that is a tragedy for the men who lose their means of livelihood. Some boneheads had humorous aspects.

On the Southern Pacific, for example, a certain engineer tried to start his train before the airbrakes were properly released on the rear end. The second time he backed up and took the slack out of the train, the brakes went into emergency. After shutting off the throttle, he sat down placidly on the seatbox to await developments.

An irate brakeman strode up, took a look at the hogger, and yelled: "Son of a bitch, ya pulled out a drawbar!"

"Did I?" the culprit asked in apparent glee. "Oh boy! I've been trying to do it for ten years and finally succeeded."

BACK in 1923, the Gulf, Colorado & Santa Fe had a large wheat movement into Galveston, Texas. As they were running short of power, the Santa Fe loaned them some Mikes to relieve the congestion. Those engines were built to haul big trains on heavy grades. On the comparatively level track between the Galveston and Bellville yards they could handle all the cars that would hang together behind them.

One day there were 200 grain empties in Galveston yard that were sorely needed in the north for loading. These same cars were needed just as badly out of Galveston. Someone conceived the idea of coupling them onto one of the big Mikes and solving both problems with a single movement. The extra north was called to leave Galveston in time to make Bellville yard for No. 17, a hotshot passenger train which all freights had to clear by 30 minutes. No siding in this district would hold the 200 car freight train and it was unthinkable for No. 17 to be delayed by a "saw-by" or for any other reason.

That evening the local newspaper announced that this was the longest freight train ever hauled into or out of Galveston. The Mike had walked away with the train as if she had only the caboose.

Now, as every gandy dancer knows, when a piece of track is laid during cool weather without sufficient space between the ends of the rails to allow for expansion in the broiling summer sun, the rails expand as far as they can and then buckle. This condition, known as a "sun kink," causes derailments.

All went well with the long train until she drew near Bellville yard. Then the Mike hit a sun kink, but fortunately was not derailed. The engineer set the brakes in emergency; and when those 200 empties were through piling into each other, the train was broken in four places! After much loss of time, the disabled cars were chained up and the train gotten in the clear. The fast No. 17 was two hours late.

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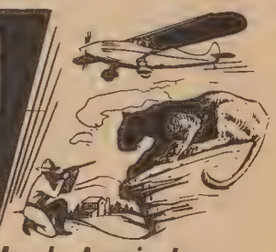

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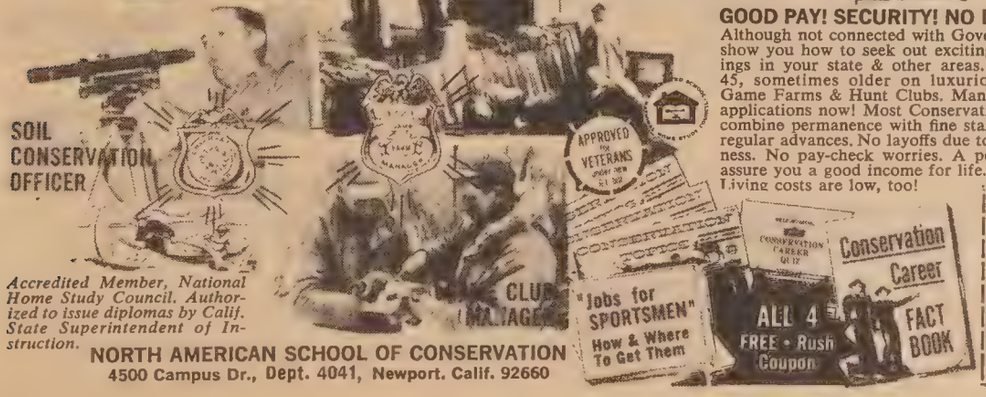

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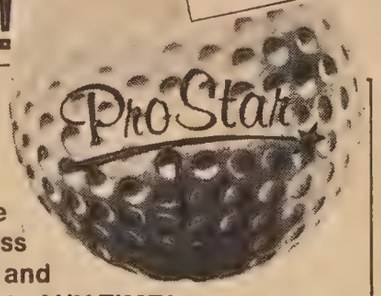

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There was hell-raising in certain officials' offices in Galveston that evening. Incidentally, no more such freight trains were ever run on that line, rush or no rush.

A TRAGIC incident occurred on the Houston East & West Texas (now part of the Southern Pacific) through the carelessness of a watchman in charge of a work-train locomotive tied up at Humble, an intermediate point. After taking the engine to the tank for water, he left her too close to the main track switch.

The engineer on No. 28, a night passenger run, was almost on top of the work-train engine before he realized that she was fouling the main track. He threw his brakes into emergency. The iron horses sideswiped, ripping a cylinder off the work-train engine and exposing the cars of the passenger to a six-inch blast of superheated steam as they went slowly by before stopping.

The weather being warm and all the windows open, not an occupant in the "Jim crow" coach and smoker escaped death! (Yes, there were segregated cars in those days.) The chair car received the remaining steam from the boiler. Most of the passengers in this car also perished. One can easily see why officials become intolerant over even a minor violation of rules.

SOME years ago the International-Great Northern (now part of the Missouri Pacific) equipped 13 Mikados to use lignite for fuel, as an experiment. This power was numbered 1301 to 1313 inclusive. They were the original "hard-luck babies," being dreaded by everyone on the district between Houston and Longview where they were used. Enginemen and often trainmen laid off "on call" when informed they would have one of the 1300's.

Dispatchers never felt quite safe in giving one of those engines a meet with another train of any importance, literally heaving a sigh of relief when she rolled off her district into the roundhouse. This was due not to superstition but to the fact that they did not steam well. Lignite got muddy on rainy days.

The officials tried to keep oilburning power on the more important freight schedules, but this required a lot of figuring. Occasionally, no other power being available, the "snuff-dippers," as they were called, had to be used.

One rainy night engine 1313 came out of Houston. Althought she was pulling redball freight which included 30 cars

of livestock, she was barely able to maintain an average speed of 12 miles per hour over the district.

Perhaps this lignite experiment was in the interest of science; maybe some official of the road had money invested in a local lignite mine. However, since it rains often in that territory, there could have been no good reason for prolonging the agony for years, during which time the saving in fuel cost must have been offset a hundred times by delays.

ANOTHER bonehead occurred on the Southern Pacific. A presidential special was called to leave San Antonio at 1:30 a.m. An assistant superintendent was running around in circles giving orders to the various men concerned. He rushed the dispatcher who was issuing the orders and the operator copying them. Then he hurried both the conductor and engineer out of the office without giving them time to read their orders carefully. In fact, the assistant super was so flustered himself that he didn't take time to read the orders.

When the train was about 100 miles down the road, one of the crew members discovered they had no "running order"—that is the order which permits a train to use the main track. The dispatcher had been so rushed that he overlooked it; the operator did not notice the omission; neither did the train or engine crew. As a result, all were fired, including the assistant super.

A SIMILAR incident occurred on the Missouri Pacific in 1930, when an entire train and engine crew climbed aboard a passenger extra and headed south from Palestine, Texas, without one of them looking at the current timetable to see how far they could go for a northbound passenger train. The conductor handed the engineer his orders in the presence of both crews, saying "We'll go to Jewett for No. 4."

After their engine had been cut apart from that of No. 4 with acetylene torches, and the dead buried, an investigation revealed that the conductor had figured the time of No. 4 *on an old timetable,* whereas, at the time of the accident they were due at Jewett 40 minutes earlier than under the former schedule for that train.

Not a man on the crew had less than 15 years' service, yet none checked the conductor's statement by referring to his own timetable. If even one had done so, the results of a tragic bonehead would have been averted. ●

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The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DAVE ABTIBIOIYKISM, 15 Rutland St., Springfield, Mass. 01109, buys or trades for any size negs of Alco PA's and FM cab units.

L.P. ALLEN, 7 Shore Rd., Bourne, Mass. 02522, making patterns for 1½" scale model CP 3000 Jubilee, needs pix show small details.

LES ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 3½x5, 5x7 pix steam, diesel, stations, cars of LV, RDG, CNJ, SCL, many others. (SSE)

A. ANGELINA, Box 323, Waterford, N.J. 08089, buys passes, train orders, tts, PRSL railroadiana.

EUGENE BELLE, Brooks Rd., Lincoln, Mass. 01773, has for sale over 3500 N. Amer. traction prints, esp. Boston, Pittsburgh; write for details.

JOHN BENSON, 19219 Euclid Ave., Euclid, Ohio 44117, sells lanterns, switch lamps, markers, tts., mags., badges, other railroadiana. (SSE)

ROBT. BOHNE, 12235 S. Ridgeland, Palos Heights, Ill. 60463, buys, swaps steam loco parts, sw. keys, tts., other railroadiana.

JOHN BORDNICK, 29525 Oakley, Livonia, Mich. 48154, will trade antique telegraph set, good cond., for old coins or stamps.

HARRY BOUDREAUX, 3215 Madonna Dr., Alexandria, La. 71301, will sell red, yellow, green marker lens; water spout; steel bell. (SSE)

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC. Sells pix from off. FEC negs.

LARRY BRUNO, 1404 54 St., Kenosha, Wis., buys or trades SOO dining-car railroadiana.

BOB BRYSON, 260 W. Wayne St., Wheeling, Ill. 60090, sells steam, elec. negs.; dupl. and orig. color slides on approval; no list.

CALVIN BULMAN, 45 Garden Pkwy., Henrietta, N.Y. 14467, wants info. on LV 268.

C.A. BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, buys, sells, trades pix, negs. GT, GTW steam; List 10¢.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, sells diesel negs. on approval; no list.

JERRY CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63042, buys or trades 35mm slides.

JIM CERNY, 1022 Province St., Pittsburgh, Pa. 15212, will buy pix of 4 trolleys in Troy Hills dist.

JIM CERVENANSKY, 6425 W. Norwich Ave., Milwaukee, Wis. 53220, will buy "Steam Trains of Soo," and "Friendly Soo"; also pix of Soo depots in Wis.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys or trades original Alco, Baldwin, Lima, Climax, Heisler bldrs. pix, catalogs.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells loco bells; LIRR, NYO&W; also WM switch locks, other railroadiana. (SSE)

JOHN CONRAD, 1831 E. Kenwood Blvd., Milwaukee, Wis. 53211, buys negs. and slides CMSP&P gas elecs. if sent to him on approval.

LOU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, buys Conestoga Traction pix. Will sell CERA Bull. 111.

F.W. DE SAUTELLE, 125 7th Ave., Baraboo, Wis. 53913, sells pix CNS&M.

RAY DESCHENES, 903 Mohawk Rd., E. Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 30c. Buys and sells CN, CP, TH&B steam negs.

MARK DOBRONSKI, 3 Branford Lane, Dearborn, Mich. 48120, trades or sells emp. tts., rulebks., sw. keys, forms, etc. (SSE)

BERT DOCKALL, 607 W. Cameron St., Rockdale, Texas 76567, buys or trades sw. keys, tkt. daters. Wants GM&O, MON, C&EI keys.

JIM DORR, 5315 14th Ave., Kenosha, Wis. 53140, buys dining car-railroadiana, Off. Guides.

MIKE EAGLESON, Edgemere Ave., Mt. Arlington, N.J., 07856, will sell 1957 ed. Beebe's "Age of Steam," $65; 1938 ed. Beebe's "High Iron," $25. Large free list of steam negs., railroadiana.

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, sells 35mm dupl. diesel slides. List SSE.

CLINT FERRIS, 1968 Newton St., Akron, Ohio 44305, sells back issues Railroad Magazine, Trains, RMC, Mdl. RRer.

JACK FESCO (loco engr.) 4309 Edenhurst Ave., Los Angeles, Calif., sells steam loco drawings; also photos and prints of steam fire engines.

RALPH FORTY, 702 South J St., Lake Worth, Fla. 33460, trades dupl. 8mm traction films of Europe, Far East, or Australia for Canadian or S. American.

T.G.J. GASCOIGNE, Box 565, Oshawa, Ont., Canada, gives info. on membership in NATTA, new trolleybus group.

FRANK GNAU, 7140 Ellicott Rd., Orchard Park, N.Y. 14127, will buy list of speed limits between York and Rockville, Pa., 1930-'35.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells dining-car silverware; list free.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PSTC, PSCT, SHRT, NOPS, many others; list free.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will sell or trade Wells Fargo brass belt buckle depicting UP train.

W.O. HARP, 845 Jackson St., Gary, Ind., buys or trades switch keys, rulebks., emp. tts., etc.

BILL HELMER, 4224 Pratt Ave., Lincolnwood, Ill. 60646, will sell 2-seater sofa from Pullman car Cotton Valley, excel. cond.

DENNIS HOLMES, Box 162, LuVerne, Iowa 50560, will buy red lens for caboose marker, 5⅜" dia., such as Corning 5⅜x3¼ FSO.

CURT HUBER, 2914 Grand View Blvd., Madison, Wis. 53713, buys color slides and pix of psgr. equipment MKT, KCS, MP, CGW, SLSF, WAB.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, buys, sells, trades Birmingham trolleyana; buys trolleyana of other Ala. systems.

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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PETE JOHNSON, 2635 Girard Ave. N., Minneapolis, Minn. 55411, buys CSPM&O railroadiana.

ERNEST KONOPKA, Box 587, North Adams, Mass. 01247, sells steam loco bells, whistles.

ROGER KRUEGER, 95 Stanford Heights, San Francisco, Calif. 91427, sells SP steam negs., other railroadiana; list free.

J.P. KRZENSKI, 144 Hawthorne Ave., East Islip, N.Y. 11730, buys any size negs. or pix LIRR diesels, especially FM, BLW, and Alco-GE.

RAY LACKEMEYER, 30 Grand Prix Dr., South Cheektowaga, N.Y. 14227, trades 35mm color slides of diesels.

JERRY LANDAU, 646-8 Argyle Rd., Brooklyn, N.Y. 11230, buys dupl. slides PRR silver GG-1 and CUT P-1a with pantograph.

JIM LANGAN, 11 Collinson Dr., New Monmouth, N.J. 07748, will trade PC NY Reg. emp. tt. 2 for PC NH Reg. emp. tt.

TOM LAWSON, Box 8311. Birmingham, Ala. 35218, sells steam negs. of U.S. and Canadian shortlines and indus. roads, size 616; list 10¢.

WARREN LEE, 1016 Vista Grand N.W., Albuquerque, N.M., will buy back issues Railroad Magazine and Trains, 1945-'65; emp. tts., tr. orders of Eastern roads.

EARL MANBECK, Jr., 3621 Wakonda Dr., Des Moines, Iowa 50321, sells 16mm sound prints of "The Phantom Express," made in '32.

PHIL MANDEL, 324 N. Lorel Ave., Chicago, Ill. 60644, buys tokens, transfers, buttons, etc., of Chicago trolleys and els.

D.B. MARTIN, 1200 3rd St., Susanville, Calif. 94201, sell tts., emp. tts., SP pix etc.; list 10¢.

J.A. McLELLAN, Box 13063, Wichita, Kan. 67213, sells tr. orders, emp. tts., items from dismantled Pullman interior. (SSE)

H. McMICHAEL, 30 Palmerston Ave., Brantford, Ont., Canada ,sells CN steam and diesel pix and negs. List, sample 25¢.

B. MICKENS, 1250 Waldron Ave., University City, Mo. 63130, buys old rr. stocks, bonds.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, sells trolley postcards.

WALT MOONEY, 1006, Hibbler Circle, Chattanooga, Tenn. 37412, sells Off. Guides '66-'69; steam and trolley postcards. (SSE)

ANDREW MORGAN, 2412 Polk St., Wichita Falls, Texas 76309, buys tokens from horsecar lines.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa., sells rulebks., tts., emp. tts., tkts., etc. (SSE) Buys or trades railroadiana.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md., 21212, buys pix and plans Armour reefers 49416-49501 and Mathers Humane Stock Trans. Co. reefer 800.

BILL MYERS, 50-31 Newton Rd., Woodside, N.Y. 11377, buys 8mm color movies of trolleys: SF Muni, Seattle, Vancouver, Edmonton, El Paso.

JON NELSON, 9911 W. Broadview Dr., Miami Fla., 33154, buys anything FEC, sells FEC pix.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana; list 25¢.

NEWT OLIVER, 1602 W. 4th St., Winslow, Ariz. 86047, will buy Reck's "On Time."

KEN ONDRACEK, 17400 W. Dodge Rd., Omaha, Neb. 58114, will sell or trade 8x10 pix; 2/69, 4/69, 11/68 Railroad; 10/55, 8/55 Trains.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells pix; list 25¢. Sells size 2¼x3¼, 616 negs. on approval.

R.P. PARSONS, Box 63, Arvada, Colo. 80002, trades orig. color slides D&RGW for other roads.

AL PEREZ, 1427 NW 28th St., Miami, Fla. 33142, buys FEC pix on Key West extension.

WILL POND, 114 Merline Rd., Vernon, Conn. 06086, will sell set of Railroad Magazine 12/29-12/57, also Trains 11/40 to 12/66. (SSE)

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys steam and trolley tts., cap badges; CERA Bulls.

BILL RAIA, 4828 W. Hutchinson St., Chicago, Ill. 60641, sells size 2¼x2¼ diesel negs. and pix diesels, elecs. (SSE)

RALPH REDDINGTON, Columbia, Ohio 44408, will sell 80 back issues of Railroad Magazine, '46-'68; also 50 Trains, '43-'57.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classification, hand lanterns; globes, bells, hdlts., whistles, keys.

BRUCE ROBERTS, 120 King Rd., Elma, N.Y. 14059, trades emp. tts., sw. keys.

JOHN ROBERTSON, 808 E. Monroe St., Mexico, Mo. 65265, will buy steam loco whistle, hdlt., markers, bells, valves, fittings.

BILL RUFF, 3308 Philmont Ave., Huntingdon Valley, Pa. 19006, buys old issues Railroad Magazine, Trains; also lanterns, markers, globes, bldrs. plates.

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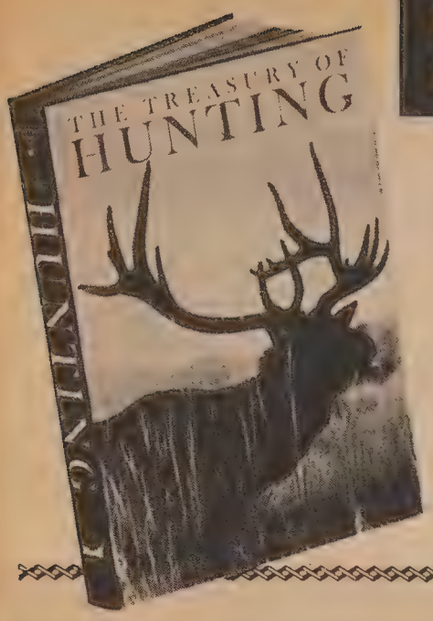

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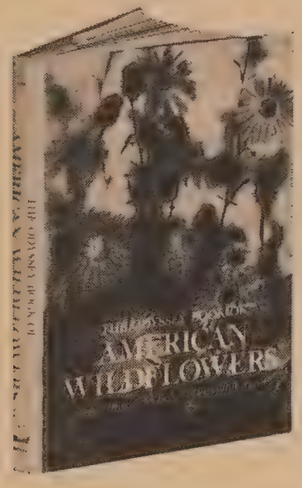

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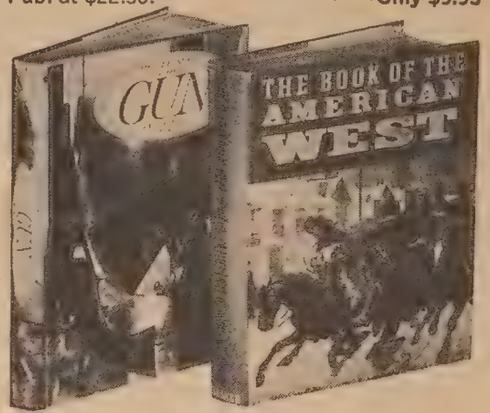

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R.E. RUFFELL, 2 Victoria Villas, Little Sandhurst, Camberley, Surrey, England, will buy Railroad Magazine, 1906-12/60; Trains, '40-10/44; Poor's DSP&P. Trades British rr. bks., emp. tts., etc.

FRANK SAGER, Main St., York Springs, Pa. 17372, sells Pennsy P5, ex-GN elec. no. plates; list free.

H.N. SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, will sell brass locks, tts., emp. tts., tkts., lanterns, pix, bks., etc.

SHERM SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, sells color slides EBT; list free.

W.C. SLIM, CFB Cold Lake, Medley, Alta., Canada, will buy CP rulebk., mint cond.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco and Car Bldrs. Cyclopedias, Baldwin Mags., rr. calendars, rr. bks.

BOB SMITH, 712 S. 8th St., Coshocton, Ohio 43812, will trade GN Baldwin bldrs.' plates, NYC whistle, NOT&L hdlt. for NKP, W&LE bldrs. or no. plates, other railroadiana.

WARREN SMITH, Box 2820, New York, N.Y. 10017, sells railfan jewelry; also copies of new Bob Lorenz drawing of B&A 2-8-4 in Berkshire Mts.

CON SPADY, 901 North C St., Herington, Kan. 67449, buys or swaps sw. keys.

ELMER STEUERNAGEL, 515 Miranda Rd., Pittsburgh, Pa. 15241, trades steam items. (SSE)

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells N&W, Pennsy, GN, C&O, IC, NP playing cards.

TERRY STUART, 272 Buckeye Dr., Berea, Ohio 44017, sells pix, color slides of steam, diesel, elec. List 10¢; samples 25¢. Buys orig. steam negs.

J.W. SWANBERG, Taunton Lane, Newtown, Conn. 06470, buys or trades for NYC Century ashtray, 1912 Off. Guide.

MONK TWITCHELL, RFD 2, Elizabethtown, Ill. 62931, will trade fluorspar specimens for rr. pocket watch.

FRANK VOLLHARDT Jr., 2435 Mahoning Ave. N.W., Warren, Ohio 44483, buys early R&LHS Bulls.

HOWARD WAYT, Box 441, Bellaire, Texas 77401, buys or trades rr., trolley slides, negs., bks.

R.D. WEBSTER, 1030 Southhill St., Kamloops, B.C., Canada, trades CN, NAR, WP&Y steam or BC Elec. train orders for Canadian steam and N. Amer. traction or train orders.

L.A. WHYTE, 1324 Regency Court, Sudbury, Ont., Canada, sells Canadian steam pix; list, sample 25¢. Buys Canadian steam negs.

WM. WILCOX, 48 Madison St., Hamilton, N.Y. 13346, sells 3½x5 pix NYO&W steam, diesel, etc.; all pix researched. (SSE)

D. WOODWORTH, 719 George St., Belleville, Ill. 62221, buys size 127 or larger negs. and orig. 35mm slides of NH locos, equip., facilities.

DENNIS WOZNICZKA, Box C-8896, Lowry AFB, Colo. 80230, wants info. and pix on Monon's accident at Monon, Ind. 9/17/51.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, buys Scranton Transit negs.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, trades diesel slides EL, N&W, B&O, LV, PC, etc.; sells negs.

DICK ZMIJEWSKI, 640 56 St., Brooklyn, N.Y. 11220, trades all size pix CNJ, LV, RDG, EL, etc., for military medals, ribbons, patches, etc.

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BOB BAKER, 12 Passchendale Ave. S.W., Calgary, Alta., Canada, will buy Akane USRA 2-10-2, brass FM Trainmaster.

CLINT FERRIS, 1968 Newton St., Akron, Ohio 44305, sells 00 gage frt., box, reefer, psgr. cars.

WM. FISHER, 128 Rogers Pl., Allandale, Fla. 32019, sells custom-blt. 0 gage frt. cars. (SSE)

KEN GOODSPEED, Court St., Elizabethtown, N.Y. 12932, will sell 4-unit MILW elec. model, Akane DM&IR M4, Akane 0-8-0 and 0-6-0's, all brass. (SSE)

WALDO GRAY, 15715 E. 35th St., Independence, Mo. 64055, trades mdl. rr. passes.

RAY KRAMMES, 312 Old Amwell Rd., Neshanic, N.J. 08853, will sell Ives 3252, 60-62, Live Stock Transp., trk., transf.

ALDEN MILLER, 3212 34th Ave., S. Minneapolis, Minn. 55406, wants Lionel 94 hi-tension towers.

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, sells pre-war Lionel, AF wide gage, 0 gage trains, incl. Lionel 402, 392, 390, 384, 254, 260. List 20¢.

BOB MOST, 304 Plant Ave., Tampa, Fla. 33606, buys live-steam locos.

GEO. PFUSCH, RD 1, Spartansburg, Pa. 16434, will trade HO and O scale gage equip. for SLR camera or 16mm sound projector.

WM RADCLIFFE, Box 375, Webster, Mass. 01570, buys Lionel O gage items, catalogs.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 43, 44, 49, 51, 55, 911, 912, 913. ●

North Carolina Rosters

New data for our North Carolina Shortlines rosters (Oct. '69) came from James G. Bogle. Note 32 should read: GC 1926 was orginally Tallassee Power?, then Knox Power?, then GC 1926 (9940). We omitted GC Shay 112, built by Lima in Oct. 1923. It is a 2-truck model; originally Frost Lumber Co.?, then Conausauga Lumber Co.?, now GC 112 (1966). It sometimes had road number 1923. ●

Pen Pals Wanted

Anne Rivetta (17), 305 Ninth St., Little Falls, Minn. 56345.

Teresa Wawrzynska (20), Slupsk, ul. Turima 21c/3, Poland.

Don Mills (24), 186 Hamilton St., Providence, R.I. 02907, wants to hear from female railfans and postcard collectors.

Debra Larson (16), Box 90, Canby, Minn. 56220.

Walter Bramkamp (16), 40-32 218th St., Bayside, N.Y. 11361, wants to hear from those interested in CNJ, LV. or EL.

Belinda Morton, Rte. 3, Farmville, Va. 23901.

John B. Micko, Rm. 325, Lexington Convalescent Home, 375 N. Lexington Pkway., St. Paul, Minn. 55104, retired railroader, ill since 1960, needs cheer-up letters and cards.

Linda Kiser (16), 520 S. 10th St., Arkadelphia, Ark. 71923.

Gary Zeitler (24), 339 Winthrop St., Apt. 2, Toledo, Ohio 43620.

Miss Lynotte Cruickshank, W½241 Lamaha St., Newtown, Kitty, East Coast Demerara, Guyana, South America.

Franklin Begoy (14), Victor, Idaho 83455.

Claudette Stiff (17), Rte. 2 Box 134-A, Pamplin, Va. 23958.

Brian Sogard (17), Jewell, Iowa 50130.

Miss Ieilda Desgouttes, White River, Buff Bay P.O., Portland, Jamaica, West Indies.

Bunnie Bunn (35), 85 Roanoke Ave., Roanoke Rapids, N.C., 27870, is blind, lonely, and depressed; needs cheer-up letters and cards that his mother would read to him.

Lilia (22), Flora (15), and Nativadad Cogtas (24), Talamban, Cebu City, Philippines.

Tom P. Hernetton (16), RR. 2, Box 144, Cedar Lake, Indiana 46303.

T. Samuel Devanand, Ramireddipet, Narsaraopet, Guntur D.T., A.P. India.

Miss Delpenia Campbell, 2 Francis Lane, Buff Bay P.O., Portland, Jamaica, West Indies.

Miss Orene Campbell (17) and sister, Judy (15), Box 3, Napfor, Ky. 41757.

Miss Mila Cogtas (20), University of San Carlos, Cebu City, Philippines.

J.A. Loehrer, retired railroad man, 705 11th St., Boone, Iowa 50036, hospitalized 4 times, needs cheer-up letters and cards. ●

Snow swirls around the cold flanks of two U.S. Army 2-8-0's in the Hanks Yard at Fort Eustis, Va., in January, 1960.

H. Reid, Box 5444, Parkview Station. Newport News, Va. 23605

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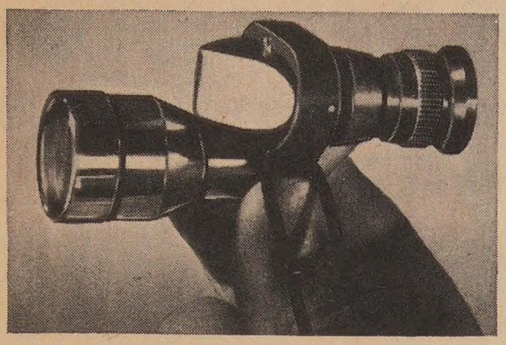
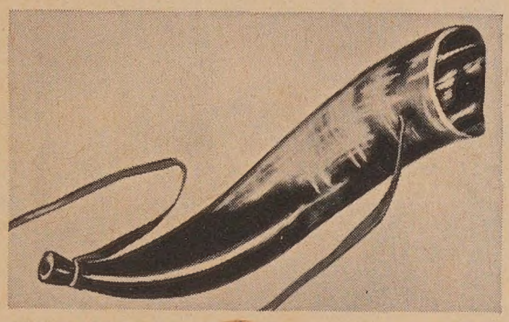
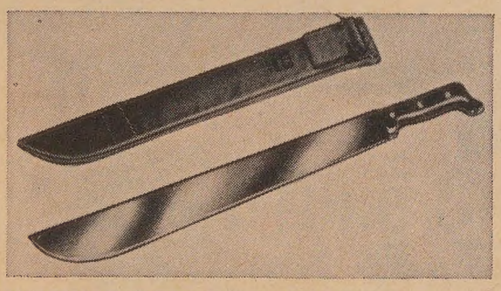


10-POWER MONOCULAR is the latest in a line of fine precision-made imported optics. Small enough (2¾" long) to fit into pants watch pocket, it's no toy, but a 10-power glass, whose size and light weight make it ideal to pack on any trip. Fine for outdoorsmen, snoopers, etc. Coated lens. $17.95 ppd.



OLD-TIME HUNTING HORN Romantically reminiscent of days gone by, these rare horns make a wonderful decoration. They're crafted from select steer horns and hand-polished to a beautiful sheen. Rawhide shoulder thong; clear, mellow tone. 14" horn (measured along the curve): $3.98 ppd. 16" horn: $4.98.



SURPLUS FRENCH STEEL MACHETE has a solid hunk of steel for its 14" blade, weighs 2½ lbs., comes in heavy saddle-leather belt sheath, will fell a good sized tree, bush out a trail, clear a campsite. Made in France for army use in Senegal, Africa. Brand new. A buy for $3.95.

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___4042—Pilot's Chronograph Watches @ $12.95 (Add 65¢ post.)
___7377—Around the World Chronographs @ $14.95 (Add 65¢ post.)
___8301—Slide Rule Chronographs @ $13.95 (Add 65¢ post.)

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ALL COMPLETE WITH 6 DIALS, 5 HANDS, AND 2 PUSHBUTTON CONTROLS

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This chronograph has all the features of the Pilot's Chronograph watch—unbreakable mainspring, big sweep second hand, luminous dial and hands, etc., plus the ability to tell time in Tokyo, Paris, Shanghai—anyplace in the world! A big buy for only $14.95 with same full year guarantee, of course.

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This favorite of mathmeticians also has all the precision features of the Pilot's Chronograph in addition to being a slide ruler. You'll be able to instantly multiply and divide with just a twist of the outer dial and amaze your friends by seeming to do the problems in your head.

Circular slide rule works exactly the same way as standard slide rule does, matching moveable calibrated outer ring against fixed inner ring.

Roster of Sperry Rail Service

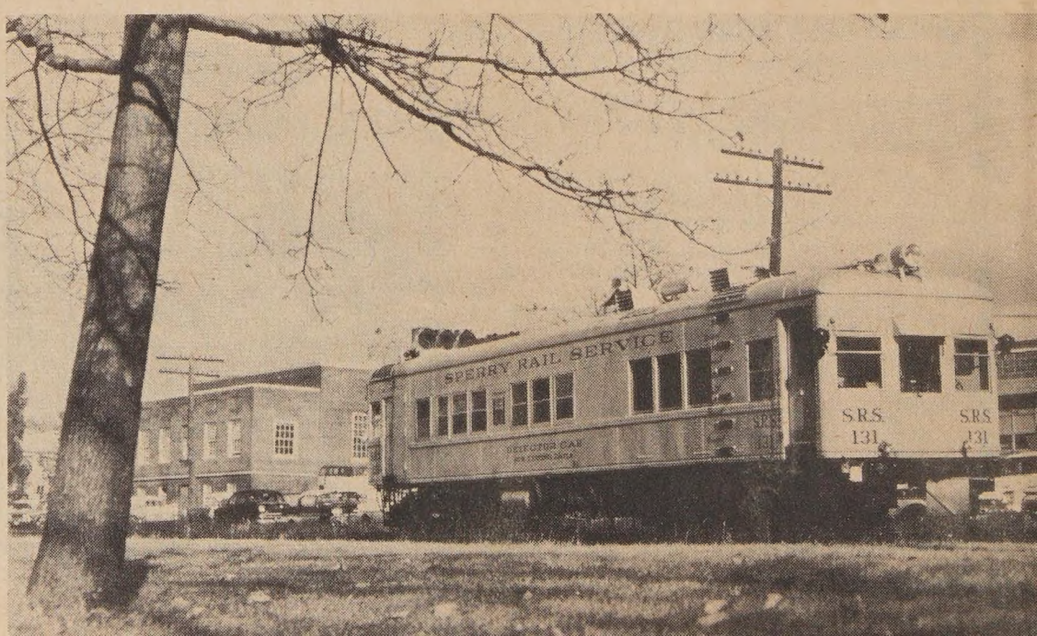
Compiled by Sy Reich

Type	Road Numbers	HP	Builder	Length	Height	Width	Weight	Date	Previous Owner No.	Notes
X	1	Towed	Kalamazoo	14'-9"	10'	9'	17,000	1927	New	To ARA 1
HT	40	45	Fitzgibbon-Crisp	8'-6"	8'	8'	9,740	1934	New	To SRS 126A 8/37
HT	41	65	Kalamazoo	19'	10'	9'	18,000	1929	SRS 106A	Wrecked 11/37
HT	42	65	Kalamazoo	19'	10'	9'	22,650	1929	SRS 103A	Retired 12/38
HT	43	90	Kalamazoo	19'	10'	9'	22,960	1930	SRS 112A	Wrecked 12/38
HT	44	65	Kalamazoo	19'	10'	9'	22,880	1929	SRS 104A	Wrecked 1/38
D-D	101	Towed	Kalamazoo	14'-9"	10'	9'	17,000	1927	ARA 1	Disp. unknown
D-D	102	65	Kalamazoo	14'-9"	10'	9'	17,000	1928	New	Wrecked 9/24/29
D-D	103	65	Kalamazoo	14'-9"	10'	9'	17,000	1929	New	To SRS 109B
MC	103A	90	Kalamazoo	19'	10'	9'	22,650	1929	SRS 502	To SRS 42 (1931)
D-D	104	65	Kalamazoo	14'-9"	10'	9'	17,000	1929	New	Retired 6/35
MC	104A	90	Kalamazoo	19'	10'	9'	22,880	1929	SRS 503	To SRS 44 (1931)
S	105	130	Brill	43'	12'	9'	61,000	1929	New	To SRS 120
D-D	106	65	Kalamazoo	14'-9"	10'	9'	17,000	1929	New	To SRS 110B (2nd)
MC	106A	90	Kalamazoo	19'	10'	9'	18,000	1929	SRS 504	To SRS 41 (1931)
S	107	130	Brill	43'	12'	9'	61,000	1930	New	To NYC X8015
X	108	9	SRS	90"	?	?	2,100	1930	New	Disp. unknown
D-T	109	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	New	To SRS 109C 3/34
MC	109A	90	Kalamazoo	19'	10'	9'	18,700	1930	SRS 509	Retired 8/4/39
D-T	109B	65	Kalamazoo	14'-9"	10'	9'	17,000	1929	SRS 103	Retired 8/4/39
D-T	109C	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	SRS 109	Retired 8/4/39
D-T	110	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	New	To SRS 110C 6/34
MC	110A	90	Kalamazoo	19'	10'	9'	23,300	1930	SRS 510	Retired 12/35
D-T	110B (1st)	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	SRS 112	To SRS 114B
D-T	110B (2nd)	65	Kalamazoo	14'-9"	10'	9'	17,000	1929	SRS 106	Retired 12/35
D-T	110C	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	SRS 110	Retired 12/35
D-D	112	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	New	To 110B (1st) 7/34
MC	112A	90	Kalamazoo	19'	10'	9'	22,960	1930	SRS 512	To SRS 43 4/35
D-T	114	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	New	To SRS 114C 2/34
MC	114A	90	Kalamazoo	19'	10'	9'	22,960	1930	SRS 514	Wrecked 2/8/37
D-T	114B	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	SRS 110B (First)	Wrecked 2/8/37
D-T	114C	90	Kalamazoo	14'-9"	10'	9'	23,000	1930	SRS 114	Wrecked 2/8/37
S	115-116	130	Brill	43'	12'	9'	61,000	1930	New	To SRS 122, 121 6/35
S	117-119	220	St. Louis-EMC	58'	13'	10'-4"	133,000	1927	B&O 6005-6003 8-9/34	SRS 117 wrecked 4/2/56
S	120	130	Brill	43'	12'	9'	81,000	1929	SRS 105	To Remington Arms 6/53
S	121-122	130	Brill	43'	12'	9'	81,000	1930	SRS 116, 115	121 to Remington Arms 6/53; 122 scrapped 1955
S	123	220	St. Louis-EMC	57'-7"	13'	10'-4"	135,000	1929	LV 14 5/36	
S	124	220	Conv. SRS-Bklyn.	57'-7"	13'	10'-4"	136,000	?	LV 20 6/37	
S	125	220	Conv. SRS-Bklyn.	57'-7"	13'	10'-4"	141,000	?	LV 26 6/37	
S	126	220	St. Louis EMC	57'-7"	13'	10'-4"	136,000	1927	C&NW 9900 8/37	
HT	126A	45	Fitzgibbon-Crisp	8'-6"	8'	8'	9,740	1934	SRS 40 8/37	Wrecked 10/37
S	127	220	St. Louis-EMC	57'-7"	13'	10'-4"	137,000	1926	B&M 1151 ex B&M 151 8/39	
S	128	220	Conv. SRS-Bklyn.	57'-7"	13'	10'-4"	140,000	?	LV 15 8/39	
S	129	220	Conv. SRS-Bklyn.	57'-7"	13'	10'-4"	136,000	?	LV 29 8/39	
S	130	220	Conv. SRS-Bklyn.	57'-7"	13'	10'-4"	138,000	?	LV 28 7/40	
S	131	220	Conv. SRS-Bklyn.	57'-7"	13'	10'-4"	133,000	?	LV 27 10/41	
S	132	220	St. Louis-EMC	59'-7"	13'	10'-4"	142,000	1925	SAL 2003 1/42	
S	133	220	St. Louis-EMC	59'-7"	13'	10'-4"	143,000	1925	SAL 2002 4/43	Wrecked on B&M 12/2/63
S	134	275	St. Louis-EMC	60'-2"	13'	10'-4"	152,000	1928	SAL 2022 4/45	
S	135	275	St. Louis-EMC	60'-2"	13'	10'-4"	153,000	1928	SAL 2023 7/45	
S	136	275	Conv. SRS-Bklyn.	62'-5"	13'	10'-4"	158,000	?	NYC M11 4/48	
S	140	255	SRS Danbury	51'-0½"	14'	9'	106,100	1966	New	Wrecked SLSF 9/57
DUO-1	301	8	SRS (Fairmont)	?	?	?	1,200	1949	New	302 wrecked on CN
DUO-1	302-304	8	SRS (Fairmont)	?	?	?	1,200	1949	New	8/21/57
DUO-1	305	8	SRS (Fairmont)	?	?	?	1,200	1950	New	Wrecked UP 5/51
DUO-1	306-307	8	SRS (Fairmont)	?	?	?	1,200	1951	New	306 to N&W 8/68
DUO-1	308	8	SRS (Fairmont)	?	?	?	1,200	1957	New	Wrecked CN 8/57
DUO-1	309	8	SRS (Fairmont)	?	?	?	1,200	1957	New	To N&W 6/68
DUO-1	310	8	SRS (Fairmont)	?	?	?	1,200	1957	New	
DUO-1	311	8	SRS (Fairmont)	?	?	?	1,200	1958	New	To Idaho Power 8/68
DUO-1	312, 314-315	8	SRS (Fairmont)	?	?	?	1,200	1958	New	312 wrecked MP 3/2/64; 314 to SLSF 9/67; 315 wrecked SLSF 11/13/63
DUO-1	316	8	SRS (Fairmont)	?	?	?	1,200	1960	New	To N&W 8/68
DUO-3	321	25	SRS (Fairmont)	?	?	?	5,000	1956	New	Retired 4/60
DUO-4	322-323	25	SRS (Fairmont)	?	?	?	5,800	1957	New	Retired 4/60
—	402	200	Mack	45'	11'	8'-10"	78,340	1954	NYNH&H 19 7/58	
MC	501	90	Kalamazoo	19'	10'	9'	18,000	1928	New	To SRS 103A 1931
MC	502	90	Kalamazoo	19'	10'	9'	22,650	1929	New	Wrecked MILW 9/29
MC	503	90	Kalamazoo	19'	10'	9'	22,880	1929	New	To SRS 103A 1931
MC	504	90	Kalamazoo	19'	10'	9'	18,000	1929	New	To SRS 104A 1931
MC	509	90	Kalamazoo	19'	10'	9'	18,700	1930	New	To SRS 109A 1931
MC	510	90	Kalamazoo	19'	10'	9'	23,300	1930	New	To SRS 110A 1931
MC	512, 514	90	Kalamazoo	19'	10'	9'	22,960	1930	New	To SRS 112A, 114A 1931

Notes on Sperry Rail Service

Based on data from SRS operating manager, roster is accurate as of June 13, 1969. Explanation of Types: X, experimental; D-D detector car, double unit; S, single unit self-propelled detector car; D-T, detector car, double unit, used later as part of triple-unit car; MC, motor car (tow unit) for double- or triple-unit detector cars; HT, hand-test car, self-propelled, for verification of defect indications; DUO ultrasonic hand-test car, self-propelled. Weight is in pounds.

Abbreviations used: SRS, Sperry Rail Service; ARA, American Ry. Asso.; NYC, New York Central; B&O, Baltimore & Ohio; LV, Lehigh Valley; C&NW, Chicago & North Western; B&M, Boston & Maine; SAL, Seaboard Air Line; SLSF, St. Louis-San Francisco; CN, Canadian National; UP, Union Pacific; N&W, Norfolk & Western; MP, Missouri Pacific; MILW, Milwaukee Road; NYNH&H, New York, New Haven & Hartford. ●



Sperry Rail car No. 131 inspects Erie-Lackawanna tracks at Pearl River, N.Y. Sperry equipment is bright yellow.

Photograph by Michael A. Eagleson

Here they are...the King and Queen!

JOHNNY CASH and TAMMY WYNETTE

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Have A Telephone? (Check One) ☐ YES . . . NO ☐

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